MICROFILM

START OF ROLL

ROLL NO.

95

Construction Contracts

Begins with # 5495

# 5495 is continued
from reel 94

F-170(14) N. Unit, Weston-Milton- 1959
Freewater Sec. (Grad. &
#5495 Pav.) [redacted]

FINAL COST ANALYSIS - Contract No. 5495

Work done by J. C. Compton Co.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	687.6	M-Gal.	3.00	2.48	1,706.35	2,062.80
Preparation of Base	5.08	Mile	100.00	71.87	365.11	508.00
Haul & Place 3/4"-0 in Binder	806	Cu. Yd.	1.30	1.78	1,443.41	1,047.80
Haul & Place Aggregates	2,228	Cu. Yd.	1.40	1.27	2,846.46	3,119.20
MC-2 Asphalt	137.32	Ton	47.00	39.92	5,382.10	6,454.04
120-150 Asphalt	163.33	Ton	44.00	37.59	6,139.69	7,186.52
RS-1 Asphalt	50.96	Ton	44.00	39.44	2,010.13	2,242.24
Extra for Oiling Approaches	16	Only	20.00	10.00	160.00	320.00
Asphaltic Conc. Mixture	18,323.95	Ton	2.40	2.45	45,062.30	43,977.48
85-100 Asphalt	1,006.05	Ton	36.50	35.80	36,022.17	36,720.83
Extra for Paving Approaches	2	Only	30.00	25.00	50.00	60.00
Force Account (State Participation in Flagging)					217.18	217.18
					$101,404.90	$103,916.09

Gross Revenue	$ 103,916.09
Total Cost	101,404.90
Net Profit	$ 2,511.19

Net Profit equals 2.41% of Gross Revenue

DETAIL OF COST - Contract No. 5495

J. C. Compton Co.

Labor:			
Labor and Supervision		$ 21,155.98	
Labor Insurance		2,669.05	
Health, Welfare and Pension		1,207.65	
Travel-Transportation		1,336.61	$ 26,369.29
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		12,480.79	
Equipment Rental, Hired without Operator		1,171.97	
Gas, Oil and Grease		7,966.68	
Bond		722.20	
Move In		1,940.54	
P.U.C.		482.22	
Home Office and General Overhead		2,148.30	
Small Tools and Miscellaneous Supplies		526.33	27,439.03
Materials:			
MC-2 Asphalt	137.32 Ton @ $26.25	3,604.65	
120-150 Asphalt	163.33 Ton @ $24.00	3,919.92	
RS-1 Asphalt	50.96 Ton @ $25.80	1,314.77	
85-100 Asphalt	1,006.05 Ton @ $24.00	24,145.20	
Freight on Asphalt	1,357.66 Ton @ $10.76	14,612.04	47,596.58
		TOTAL COST	$ 101,404.90

FINAL COST ANALYSIS - Contract No. 5495
Work done by Frank G. Baulne, Inc.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Crushed Base	64,109.46	Ton	1.15	1.192	76,528.08	73,725.88
3/4"-0 Mat'l in Base	19,101.00	Ton	1.25	1.192	22,801.05	23,806.25
Sprinkling	1,417.75	M-Gal.	2.50	2.520	3,571.48	3,544.38
3/4"-0 Mat'l in Binder	806	Cu.Yd.	1.45	1.142	920.50	1,168.70
Furnish Aggregates	2,228	Cu.Yd.	1.45	1.142	2,544.51	3,230.60
Aggreg. in Asph. Mix	17,319.90	Ton	1.15	0.846	14,650.38	19,915.59
PA#4 Purch.ecvess Aggregates	3,866.40	Cu.Yd.	1.00	1.140	4,415.65	3,866.40
					$125,431.65	$129,257.80

Gross Revenue	$ 129,257.80
Total Cost	125,431.65
Net Profit	$ 3,826.15

Net Profit equals 2.96% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5495

Frank G. Baulne, Inc.

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	100, 528. 26	Ton	2, 138. 21	.021
Drill and Shoot	100, 528. 26	Ton	11, 819. 95	.117
Feed Crusher	100, 528. 26	Ton	10, 947. 76	.108
Crushing	100, 528. 26	Ton	36, 967. 20	.367
Total Crushing Cost	100, 528. 26	Ton	61, 873. 12	.615
Load and Haul Base Mat'l	83, 210. 46	Ton	32, 180. 28	.386
Process Base Mat'l	83, 210. 46	Ton	15, 934. 54	.191
Total Crushed Base in Place	83, 210. 46	Ton	109, 987. 94	1. 192
Haul A.C. Aggregates to S.P.	17, 317. 9	Ton	3, 991. 57	.230
Oiling and Excess Aggregates in Stockpile:				
Move In and Set Up	6, 900. 4	Cu. Yd.	198. 14	.029
Drill and Shoot	6, 900. 4	Cu. Yd.	1, 095. 30	.159
Feed Crusher	6, 900. 4	Cu. Yd.	1, 014. 50	.147
Crushing	6, 900. 4	Cu. Yd.	3, 425. 60	.496
Total Crushing Cost	6, 900. 4	Cu. Yd.	5, 733. 54	.831
Haul to Stockpile	6, 900. 4	Cu. Yd.	2, 147. 12	.311

The crushing plant operated 578 hours for an average of 190.04 tons per working hour.

DETAIL OF COSTS - Contract No. 5495

Frank G. Baulne, Inc.

Labor:		
Labor and Supervision	$ 37,295.08	
Labor Insurance	5,503.86	
Health and Welfare	860.72	
Travel-Transportation	657.25	$ 44,316.91
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	38,624.62	
Equipment Rental, Hired fully operated	5,764.00	
Gas, Oil and Grease	7,849.24	
Bond	969.93	
Drill Steel and Bits	520.00	
Explosives	4,980.00	
Home Office and General Overhead	7,759.67	
Move In	175.28	
Small Tools and Miscellaneous Supplies	6,143.62	72,786.36
Work done by Others:		
Gibson & Roberts, Drilling Contractor	3,977.92	
J.C. Compton Co., Paving Contractor	4,350.46	8,328.38
	TOTAL COST	$ 125,431.65

Remarks - Contract No. 5495

This was a "Federal Aid Primary Project" consisting of the construction of two reinforced concrete box culverts; construction of 5.08 miles of highway roadbed, involving 464,463 cubic yards of roadbed excavation; construction of 5.08 miles of stone base and shoulders, involving 83,210 tons of crushed materials; constructionof 5.08 miles of asphaltic concrete pavement, involving 18,324 tons of asphaltic concrete; and construction of 5.08 miles of oil mat wearing surface, type 0-11 modified on highway shoulders on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

This project was bid May 5, 1959, awarded June 4, 1959, and completed August 12, 1960.

Johnson & Bryant, contractors, began construction of forms for the box culvert, Station 1192+20, on June 3, 1959. The following week, while the forms were being made, a crew of three men began clearing the area for the box culvert. Clearing was completed June 19th and the a 15-B crawler mounted dragline was moved onto the project. The dragline was used to excavate the area for the box culvert and the channel change on Little Dry Creek.

A D-8 caterpillar was also moved onto the project and was put to work pioneering and stripping the cut at Stations 1196 to 1198. Suitable material from this cut was to be used for backfill for the above box culvert. This work continued for three weeks. The D-8 was then moved to Station 1247 to excavate for the 36" C.M.P.

C.R. O'Neil, on July 20, 1959, moved two caterpillar DW-20 scrapers, one DW-21 scraper, one D-8TC dozer, and one Allis-Chalmers HD-21 dozer onto the project. This equipment began excavation between Stations 1288 to 1316 on an 8-hour shift, 6-day week schedule. Besides equipment operators, a four-man labor crew was maintained to install metal and concrete culverts and such other work to be performed by hand.

During the week ending August 7th, one more DW-20 scraper, and one D-8TC dozer was added to the equipment spread. A #14 caterpillar blade was used part time on this project and part time on the Weston-Weston Mountain project.

Clearing for the double 12' x 10' box culvert extension at Station 1205 was begun on July 27th. Clearing was done on E.W.O.#2. Removal of railroad box wing walls and excavation for box entension was started on August 3rd. This phase continued on through the following week. The first concrete pour was made during the week ending August 21st.

Hard rock was encountered in the cut at Stations 1249 to 1252. Dozers were unable to rip this material, so it was necessary to move in an airtrac drill and 600 c.f.m. compressor.

The contractor reduced his equipment spread September 7th by the removal of one DW-21 scraper and one D8 dozer. Because of this, and breakdown of another piece of equipment, grading operations were slowed down. Grading accomplished by this time was estimated to be about 41% complete.

Gibson & Roberts, drilling contractors from Yardly, Washington, began drilling in the quarry 1R5-1225 located east of Station 1248 for Frank G. Baulne. Drilling in this area continued for one week and then moved out to another project.

The grading unit was cut down from a six day schedule to a five day week on September 28th. The grading operations alternated between excavating fill material and hauling selected subgrade material. This procedure was continued throughout the entire project. As subgrade was brought to the desired elevation for an area, it was then covered with selected diced rock materials from designated roadway cuts.

On October 2nd the equipment spread was increased to the strength of three DW-21's and three DW-20 scrapers, five crawler tractor dozers, and one #12 grader. Three DW-21's and three dozers worked in area of Stations 1196 to 1202, while three DW-21's and two dozers excavated and hauled selected subgrade topping. The following week the equipment spread was again increased with the addition of two more DW-21's, one D-8 and one D-9 dozer.

The box culvert at Station 1192+20 was completed August 28th, the box culvert at Station 1205 was completed October 9th, and backfill for both started at this time.

A grid roller was brought in and used for two days on the selected subgrade material. While one #13 grader did the processing, the second blade did the towing. Later on a D-8 was used as the prime mover.

Gibson & Roberts resumed drilling in the quarry on November 2nd. The quarry was shot the following week. The results of the shot were good and produced a large quantity of usable material.

Frank G. Baulne, crushing contractor, moved in and set up his plant during the week ending November 20th. A test run was made on Friday. The production and stockpiling of "AC" aggregate began the following Monday. A change over to production of crushed base was made December 14th and the placing of base materials started at the quarry site and moved northerly.

C.R. O'Neil moved in a 2-1/2-cubic yard 80D Northwest shovel and four Euclid end dump trucks on November 16th and began excavation of the rock cut at Stations 1210 to 1213. The haul was made to the full area of Dry Creek.

The grading equipment was worked intermittently during the months of December and January. It was estimated, by February 5th, that 95% of the grading was complete. At this time, the prime contractor began moving out the excess equipment not needed to complete the grading on the project. The 80D, Euclid trucks and three DW-21 scrapers were kept in operation.

The prime contractor completed all grading, with the exception of the connection to the existing highway at Station 1423 on Tuesday, March 15, 1960. Crushing was completed March 16th. He disassembled the plant and moved out the equipment the following week.

Installation of guard rail by the Highway Protection Corporation was started March 30th and completed July 8th.

On April 12, 1960 J.C. Compton Co., paving contractor, began sprinkling the base material on that portion of the new grade being used by traffic. A 2000 gallon tank truck was used. Two days later, Compton made arrangements with the county to furnish a grader for maintenance of this section. This equipment worked off and on until May 7th.

Compton began moving parts of his asphalt plant into the stockpile area on May 5th. Assembly of the plant was started May 10th with a crew of three men. On May 11th, one grader and two sprinkling trucks began preparation of base. May 12th the oiling crew moved in and began placing the binder course. The binder was completed the following day.

Paving operations began May 31, 1960. A 4000 lb. Madsen batching plant was used to manufacture asphaltic concrete. One new Cedar Rapids and one older Barber-Greene paving finishers were used to place "A.C." Mixture was hauled in 10-cubic yard capacity dump trucks. Considerable difficulty was encountered at the onset. The batching plant had several breakdowns and the placing crew was somewhat inexperienced with the new Cedar Rapids paver. This machine also had some mechanical failures at the start. Other equipment also had some breakdowns. All the asphaltic concrete work was completed June 16, 1960.

The shoulder oiling was started on Monday, June 24th and completed Friday of the same week. Guard rail installation was resumed on the same date and completed July 8th.

As the results of compaction test findings, the asphaltic pavement required additional rolling. Therefore, Compton brought in one rubber-tired self propelled roller, two 3-axle tandem rollers, and one loaded 10-cubic yard tandem axle duel-wheel truck. Forty-six and one half hours of rolling with the rubber-tired roller, 32 hours of 3-axle roller, and 46 hours of truck time were required to meet compaction tests.

The analysis of this project shows a loss to the prime contractor. This loss could be contributed to severl factors: One, the contractor apparently encountered more solid rock than had been anticipated, necessitating more drilling and shooting rather than ripping; the encounter of rock material too large for the scraper units to handle, thus requiring the need for the 80D shovel; the requirement of a grid-roller for additional compaction of selected subgrade material; and low bid items in general.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
JAN 17 1961
FOR FILES

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1 Ti (11)

5495

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 17, 1961

Mr. James H. Beamer
Route 1
Weston, Oregon

Re: File [illegible] - Beamer
Weston-Milton Section
Oregon-Washington Highway

Dear Mr. Beamer:

Thank you for your letter of January 13, and I will notify our Title Section to request a title search from the title company as soon as your instruments are recorded. After we have assurance from the title company that title is clear, we will forward to you a warranty deed form and claim voucher showing a consideration of [illegible]. The State Highway Commission will then issue an easement to you on a [illegible]' by 25' area for the TV antenna, providing you still desire the same. The state will pay for the title insurance but will deduct approximately 55¢ for Internal Revenue stamps. It will be, of course, your responsibility to have the real property taxes paid.

With respect to the damages mentioned in your letter, I trust the following will be of help:

1. The highway contract was No. 5495 for the North Unit, Weston-Milton Freewater Section of the Oregon-Washington Highway.

2. The contractor was [illegible] O'Neil, P. O. Box [illegible], Creswell, Oregon.

3. His subcontractor was J. C. Compton Co., P. O. Box [illegible], McMinnville, Oregon.

It would appear that you should write to Mr. O'Neil and set forth your claim for the cost of removing the rocks, as well as Compton's failure to pay for the use of the water.

I am enclosing herewith an excerpt from the Oregon Revised Statutes, and on page 2 you will notice that there is a provision whereby you can file a claim for reimbursement with the State Highway Commission. ORS 279.528 shows the exact form to be used. The Highway Commission cannot, of course, pay your claim as it can only be recovered against the contractor or his surety. However, it does put your claim on public notice. After we receive the claim, we will likewise notify the contractor and his surety.

The blast damage actually may be more chargeable to his insurance company rather than his surety, and Mr. O'Neil should turn the matter over to them upon recipt of your claim.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:km
enc.

cc: Jim Kuhn
Earl Saling
W. T. Wright
L. I. Lindas
Floyd Query

RECEIVED
NOV 10 1960
FOR FILING
4170(14)

5495

November 9, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5495 for grading-paving the North Unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County was completed by the contractor, C. R. O'Neil, on July 6, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $15,909.34 will be released to the contractor on or after November 19, 1960. The total contract amount is $589,223.88, of which amount $5,821.31 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

4

RECEIVED
SEP 1960
FOR FILING

7-170 (14)

5495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1960

To: Mr. A. F. Parson, Division Engr.
Oregon State Highway Department
La Grande, Oregon

SUBJECT: Abandonment
N. Unit, Weston - Milton-Freewater Section
Oregon-Washington Highway No. 8
Umatilla County

In answer to your letter of September 2, this is to advise that an abandonment resolution will be prepared and will most likely be adopted by the Highway Commission at its September 29-30 meeting.

Pursuant to the agreement between the State and Umatilla County dated May 4, 1959, the county agreed to take over the section of old highway and the state was obligated to place it in serviceable condition before turning it over to the county. If you will please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county, we will do what we can to hasten along the adoption of the resolution.

C. G. Swenson
County & City Relations Engineer

By

Robert H. Prange

Robert H. Prange
Field Engineer

RHP:mm

cc: P. M. Stephenson
I. A. De France
L. C. Smitton, Pendleton

RECEIVED
SEP 7 - 1960
OFFICE
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

FORM E-30 50M 2-60 24119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 2, 1960

SUBJECT: N. Unit, Weston-Milton Freewater
Oregon-Washington Highway
Contract 5495

To:

Mr. Clarence Swensen
County & City Relations Engineer
Salem

We have completed the subject project. As you may remember, there is a section of the old road that we are abandoning to Umatilla County.

We have a copy of the agreement but do not have a copy of the resolution. Until this is forthcoming, we evidently cannot turn the maintenance of the old road over to the county. At least they will not accept it as an obligation. Will you please, therefore, hasten along the execution of the resolution.

A. F. Parson
Division Engineer

By

C. B. Cannon
Office Engineer

CDC:dj

RECEIVED
AUG 30 1960
FOR FILING

[illegible]

5[illegible]

August 30, 1960

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil on Contract No. 5495, for grading and paving the North Unit, Weston-Milton Freewater Section of the Oregon-Washington Highway in Umatilla County.

This payment, in the amount of $16,069.28, will be released to the contractor on or after September 9, 1960. The retained percentage is $17,551.34.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Great American Insurance Co.
320 California St.
San Francisco 4, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

Form E-1—(Rev.)—

F-170 (14)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 19, 1960

Section N. Unit - Weston-Milton Freewater

Kind of work Grading & Paving

Highway Oregon-Washington County Umatilla

Section prefix 30 - 1074 F-170 (14)

Contractor C.R.O'Neil

Contract number 5495

Date of contract June 4 1959

Specified work days 120 days beginning June 14, 1959

Date work started June 10 1959

Work days used 120

Project authorization $678,848.74

Exclusive of engineering $630,595.05

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 610,482.72

Estimated per cent ~~overrun or~~ underrun (contract amount) 1.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 48,273.69

Engineering cost to date $ 48,123, 99.7 %

Date project was completed July 6, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate and support data was forwarded to the Division Office on 8/16/60 .

NOTED

DIVISION
RECEIVED
AUG 22 1960
NOTED— E. B K
CE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Address P.O.Box 635 Milton-Freewater

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE~~ MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.08	5.08	Structures	5.08	5.08
Miles partially completed					
Miles completed	5.08	5.08		5.08	5.08
Total estimated quantities (contract)	485,100cy	76,400 T	Conc 1040 cy	350 T	18,900 T
Total quantities corrected to date	464,463	83,210	" 1018	351	18,324
Estimated quantities moved or placed to date	464,463	83,210	" 1018	351	18,324
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Warm		
Friday	Hot		
Saturday			

RECEIVED
AUG 16 1960
FOR FILING
F-170 (14)
5415

August 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 6, 1960, on Contract No. 5495, North Unit, Weston - Milton-Freewater Section, in Umatilla County, in connection with Federal Aid Project no. F-170(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence O. Swenson

DBP:cr

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7-19-60

A

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **N. Unit Weston-Milton Freewater** Highway **Oregon-Washington**

County **Umatilla** MP______ to MP______ Contractor **C. R. O'Neill**

Resident Engineer **C. C. McKinney** Inspector______

Date Completed **July, 1960** Date Reported **July 19, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C.____ Oil Mat______ Seal.

(N,)S, E, W from MP or Sta. 1183+00

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Climbing Lane Test Run On Top	Total Base	per mi. Seal
1	750	88	88	540/63 = x		87
2	1500	184	96	x		
3	2250	276	92	x		
4	3000	368	92	x		
5	3750	458	90	x		
6	4500					

Average Roughness Per Mile **91.6"**

N,(S,)E, W from MP or Sta. 27+00
S.E. 14th Ave.

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Climbing Lane Test Run On Top	Total Base	per mi. Seal
1	750	91	91	x	92	92
2	1500	181	90	527/61 =		87
3	2250	270	89	x		
4	3000	358	88	x		
5	3750	449	91	x		
6	4500					

Average Roughness Per Mile **89.8"**

Remarks: ______

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

A

RECEIVED
JUL 21 1960
FOR FILING

F [illegible](4)

544

July 13, 1960

Mr. Leon Williams
Ferguson-Williams Ranches
322 Davis Street
Milton-Freewater, Oregon

Dear Mr. Williams:

We recently received a copy of your letter to the J. C. Compton Company concerning alleged mistreatment on the part of Mr. Compton's foreman, Doug Holmes, to you during the paving of the North Unit, Weston-Milton-Freewater Section of highway. We sincerely regret incidents such as this one, and, further, find ourselves unable to explain it. The Compton Company and Mr. Holmes have done excellent work on Oregon highways for more than forty years. They are one of our oldest and best organized contractors and have always been very conscientious in their treatment of the public.

Since receiving your letter, we have talked to all those involved, including Mr. Compton and Mr. Holmes, and have reprimanded and cautioned them against any recurrence of this or other discourteous practices.

As you undoubtedly know, we require our contractors to carry heavy public liability and property damage insurance. The matter of the tire damage and replacement is covered under the contractor's policy. The insurance carrier for the Compton Company is the Gordon Carey Insurance Agency, 334 Third Street, McMinnville, Oregon.

We regret that this unnecessary discourtesy occurred.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parson

June [illegible], 1960

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
By State Highway Engineer

J. C. Compton Co.
McMinnville, Oregon

Gentlemen:

Enclosed please find an invoice to cover cost of one [illegible] tubeless tire which I [illegible] June 2nd. On that date I was traveling [illegible] Milton-Freewater via the [illegible] under construction by your company while you were in the process of laying [illegible].

I was halted in a line of traffic at the top of [illegible] Hill by one of your flagmen. After a short wait we were instructed to proceed behind a pilot car. Upon starting down the hill I discovered one of the tires on my car had gone flat while I was waiting. I pulled out of the line of traffic and with the help of one of your men I had the tire partially removed, the spare out of the trunk and was starting to jack the car up when we discovered we didn't have time to change to the spare before we would be in the way of the [illegible] coming up the hill. We tightened the lug bolts, threw the spare back in the trunk, removed the jack from under the car, and pulled down the hill around the [illegible] scene.

I was sitting in my car waiting for the one-way traffic to pass, intending to change the tire as soon as there was a break in the traffic, when your superintendent, Mr. Doug Holmes, approached me with these words, and I quote, "Get that blank blank ([illegible]) car out of here, either that or I am going to call the cops and have it moved out of here." I explained to him that I had a flat tire and did not wish to ruin the tire by driving on it. He said, "I don't care. Get the blank blank off this hill." Consequently, I was forced to ruin the tire by driving it flat on down the hill.

I believe you will agree this type of treatment to people travelling on a public highway is entirely uncalled for. Mr. Holmes' attitude was extremely rude and discourteous, his language vulgar, and the incident was needlessly costly and embarrassing.

In view of the circumstances, I feel your company is liable for the cost of the tire. Please make your check payable to Ferguson-Williams [illegible]. I am expecting an answer to this letter by return mail. In the event I do not hear from you then, I will take further [illegible] action to force collection.

Yours very truly,

FERGUSON-WILLIAMS [illegible]

Leon Williams
[illegible] Davis St.
Milton-Freewater, Oregon

✓ cc: Oregon State
Highway Comm.

Edw. Let's contact Compton re this
It might be considered
poor public relations

RECEIVED
JUN 7 1960
[illegible]

CONSTRUCTION DIVISION
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JUN 8 1960
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

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JUL 11 1960
FOR FILING

F [illegible]

5495

9

July 13, 1960

Mr. J. C. Compton
J. C. Compton Company
Post Office Box 86
McMinnville, Oregon

Dear Mr. Compton:

We recently received a copy of a letter to you from a Mr. Leon Williams of Milton-Freewater, Oregon, protesting your handling of traffic on the North Unit, Weston-Milton-Freewater paving operation. Mr. Williams states that he had a flat tire and pulled to a stop in front of your paving machine. He goes on to say that your superintendent, Doug Holmes, was abusive and threatened to have him towed away if he would not get out of the way. Mr. Williams consequently ruined a tire. Our Division Engineer, Mr. Parson, made a personal investigation of the allegations and reports that the essential facts stated by Mr. Williams are true.

Your organization's record of treatment of the public over the past many years has been excellent. Nevertheless, Mr. Holmes used poor judgment in this case which reflects discredit not only on your organization, but also on ours.

It is our desire, and in which I believe you concur, that the public be entitled to the greatest possible courtesy on the part of all those connected with the construction problem. We know that both you and, no doubt, Mr. Holmes subscribe to this principle and that the above-mentioned incident is not the policy of the Compton Company. We sincerely hope that you will continue to extend your best efforts to the end that the public reaction is favorable.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp/TE:jw ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parson

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1960
FORM E-30X 50M 2-60 26119
FOR FILING

I 170 (4)

5415

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1960

SUBJECT: North Unit, Weston Mountain-
Milton-Freewater Section
Oregon-Washington Highway

To:
MEMO TO THE FILES

A total of 12 A.C. compaction tests were performed on this project. None of the tests produced the 92 per cent density required by the State Highway specifications and the average density obtained was only 88.55 per cent. It has also come to our attention that one or more of the rollers on this job was broken down and inoperative for a great deal of the time during the paving operation.

The mix has been examined and it conforms to our standards for A.C. mix. The only conclusion we can arrive at for this poor compaction is a lack of rolling on the part of the contractor.

Our Division Engineer has therefore been instructed to have the contractor, Compton, bring rollers back to the job and re-roll the entire job in an attempt to get the specified compaction. It was suggested that he try both the heavy pneumatic roller and a three-axled steel wheel roller for doing the work.

This additional rolling will be accomplished at the contractor's sole expense and the job should not be finaled out until such time as it has been completed and new compaction tests taken.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc C. G. Polk
Forrest Cooper
A. F. Parson

RECEIVED
1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

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JU MAY 17 1960
FOR FILING
[illegible]

5495

Salem, Oregon
May 16, 1960

North Unit, Weston-Milton
Freewater Section -
Hansell Property
File No. 29143

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

On Wednesday, May 18, I made a field inspection, accompanied by Mr. Parson, and, as I advised you verbally, the property has an adequate approach to the Pea land from the existing Oregon-Washington Highway. We will, however, put a little "spit and polish" on it.

The remaining land to the east of Little Dry Creek, which is tillable, is some 25 to 30 feet above the grade line of the revised Oregon-Washington Highway and, in my opinion, would not be farmed due to its size, even were a road approach constructed at Station 1195+50 as recommended.

Since negotiations are completed on this file, I would recommend nothing further would be accomplished by reopening the problem.

VDW
Victor D. Wolfe
Administrative Assistant

VDW:er

cc Mr. Tom Edwards
Mr. A. F. Parson

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1960

SUBJECT: N. Unit, Weston-Milton
Freewater Section
Hansell Property
File No. 29143

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Building

At the Weston hearing, Representative Hansell made the statement that the construction of the North Unit, Weston-Milton Freewater Section had left him a corner of farm property which could be farmed only by horse.

An investigation was initiated to determine the trouble and it has been found that the property referred to is that shown shaded in red on the attached print. It is alleged that the property was appraised while covered with snow and it is believed the $50 per acre severance damage is unrealistic in view of the fact that 2+ acres are suitable for raising peas. The property is divided by Little Dry Creek, the bed of which is some 12 feet below the existing ground. The property can be served by construction of an approach from the old Oregon-Washington Highway, plus construction of a ramp into and out of Dry Creek. It does not appear that this would be satisfactory. As an alternate, an approach can be built left of Station 1195+50.

To the north of the Hansell property, 10 accesses have been granted in securing rights of way on the section being constructed and I would recommend that a permit be issued to Mr. Hansell to construct a farm crossing at Station 1195+50 in order that he might get to and from the triangular piece of land with farm equipment and that he be granted an approach to the old Oregon-Washington Highway at a point of his choosing.

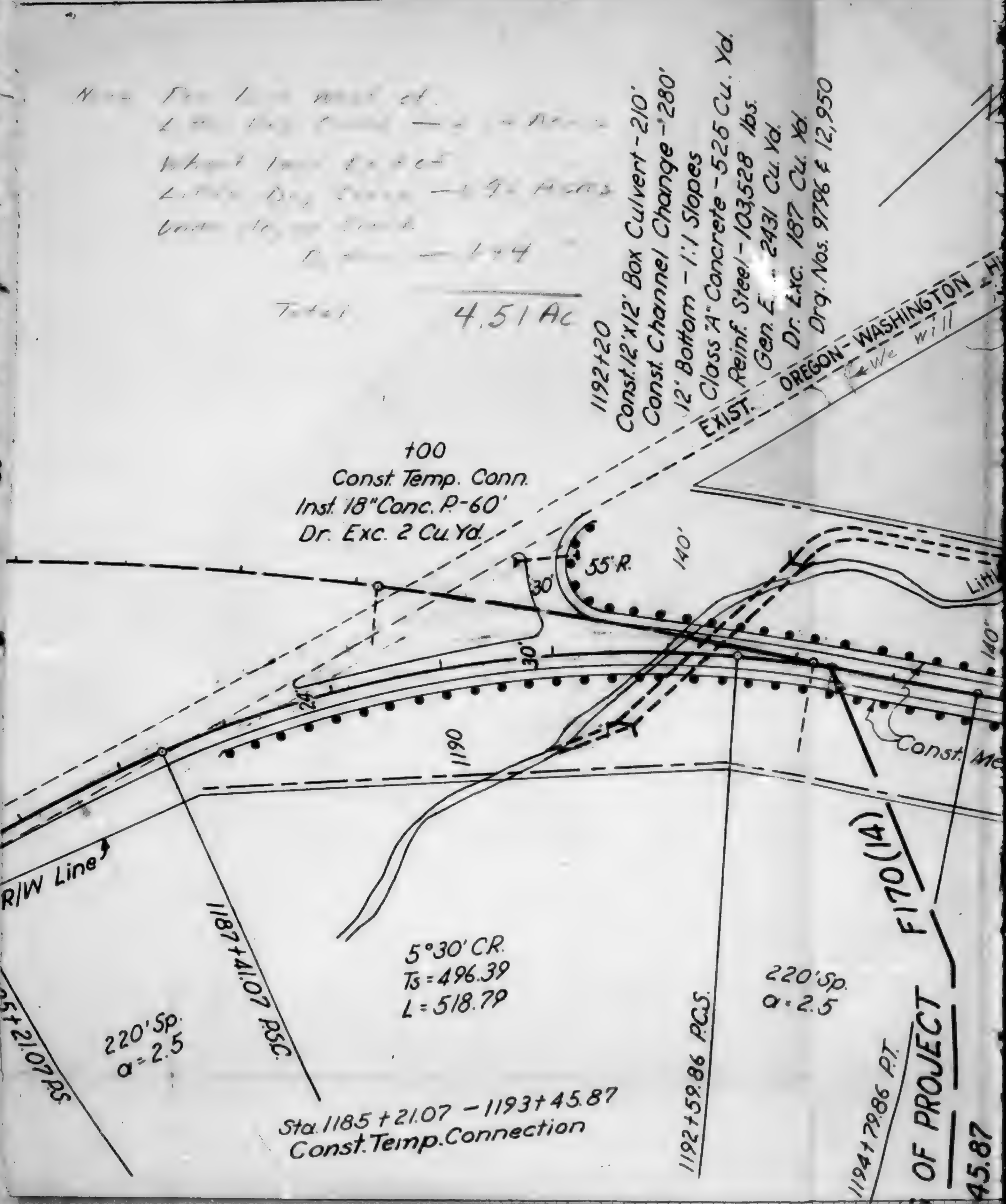
Tom Edwards
Tom Edwards
Construction Engineer

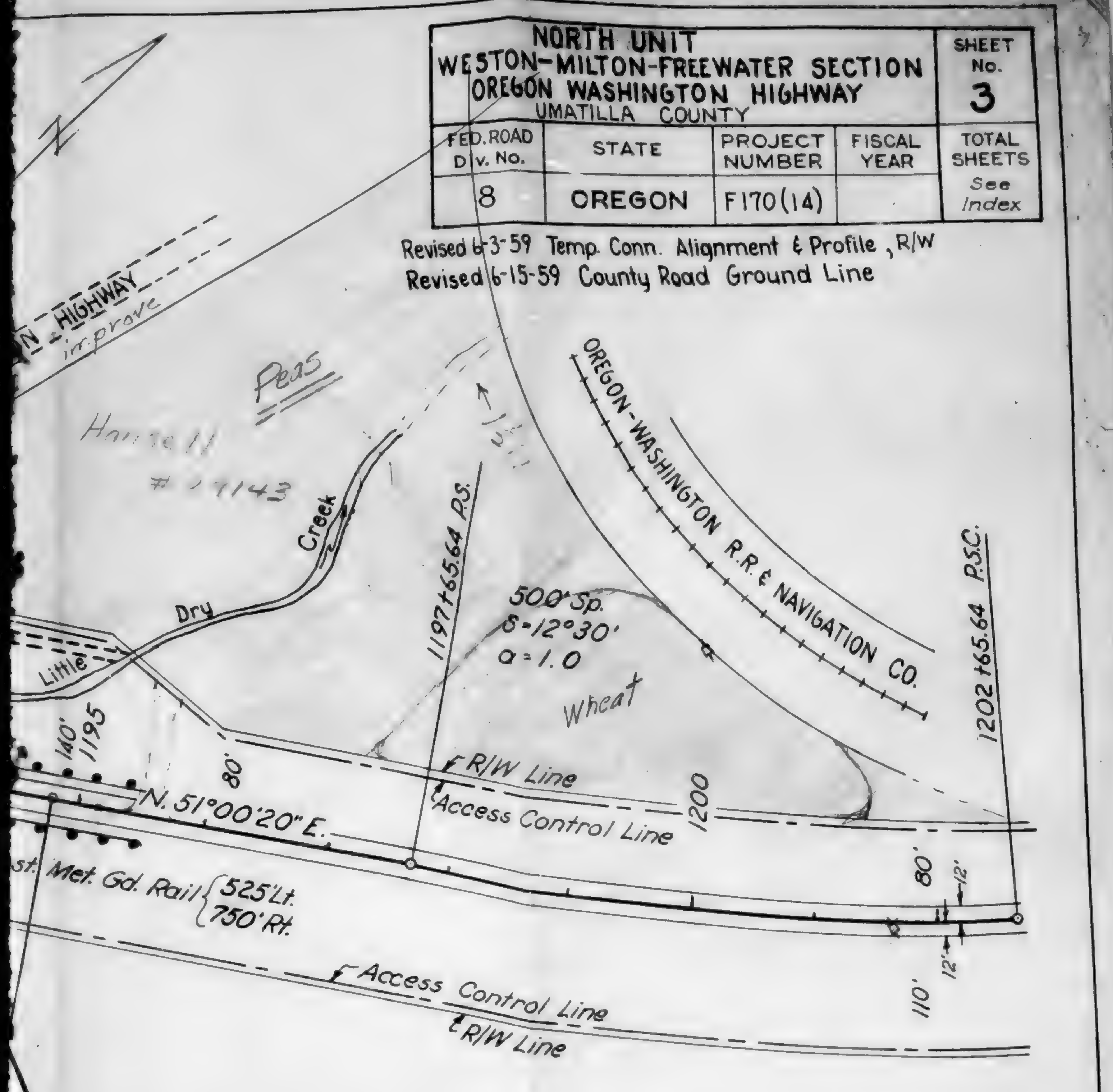
TE:jw

Attach.

[illegible]
[illegible]
[illegible]
Little Dry Creek — [illegible]
[illegible]
[illegible]

Total 4.51 Ac

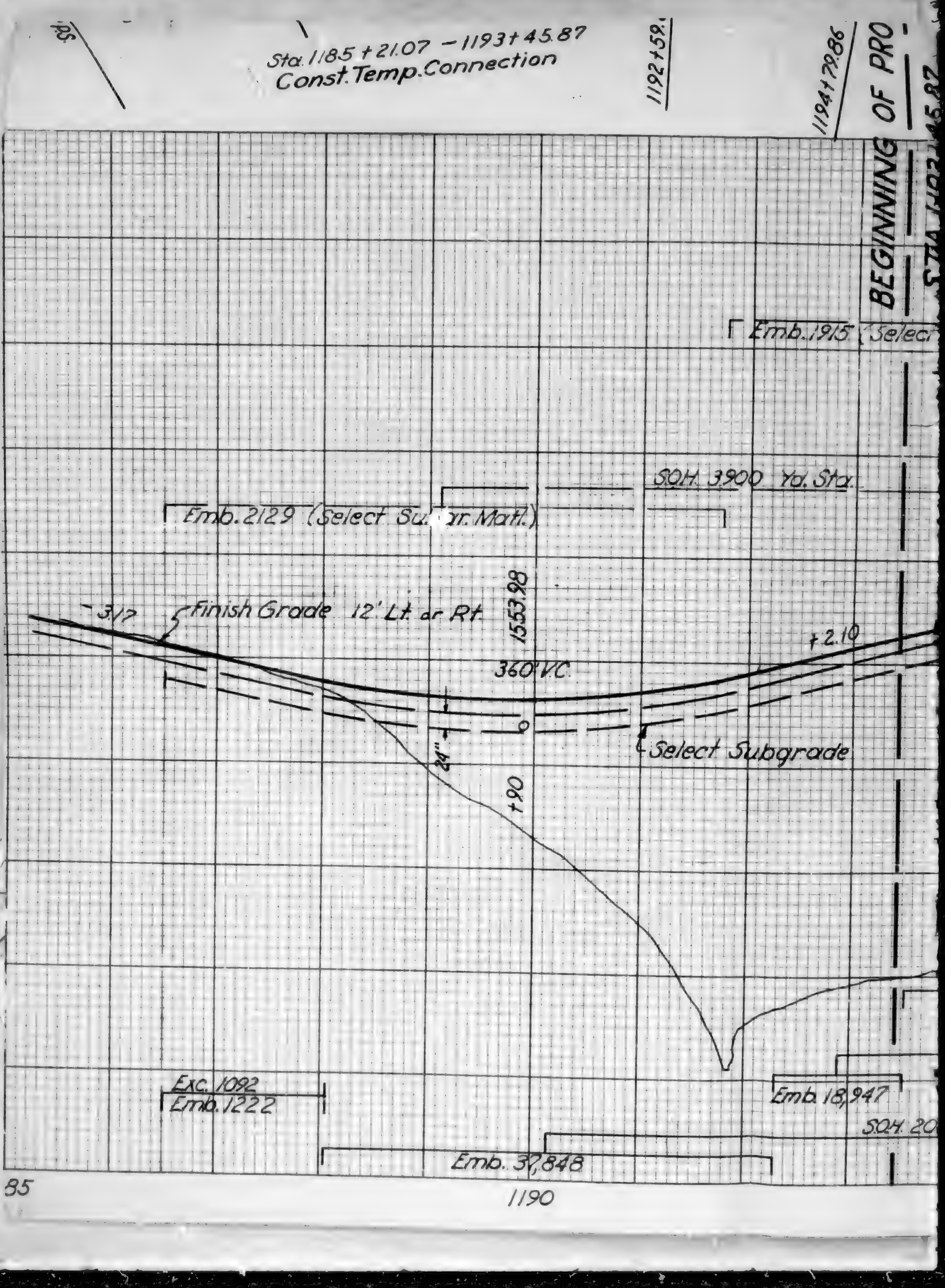

1192+20
Const. 12'x12' Box Culvert - 210'
Const. Channel Change - 280'
12' Bottom - 1:1 Slopes
Class "A" Concrete - 525 Cu. Yd.
Reinf. Steel - 103,528 lbs.
Gen. Exc. - 2431 Cu. Yd.
Dr. Exc. 187 Cu. Yd.
Drg. Nos. 9796 & 12,950
EXIST. OREGON - WASHINGTON H
We will
+00
Const. Temp. Conn.
Inst. 18" Conc. P. - 60'
Dr. Exc. 2 Cu. Yd.
55' R.
140'
30'
30'
24'
Litt
140'
1190
Const. Me
R/W Line
F170(14)
5°30' CR.
Ts = 496.39
L = 518.79
220' Sp.
a = 2.5
220' Sp.
a = 2.5
1187+41.07 P.S.C.
1192+59.86 P.C.S.
1194+79.86 P.T.
5+21.07 P.S.
Sta. 1185+21.07 - 1193+45.87
Const. Temp. Connection
OF PROJECT
45.87

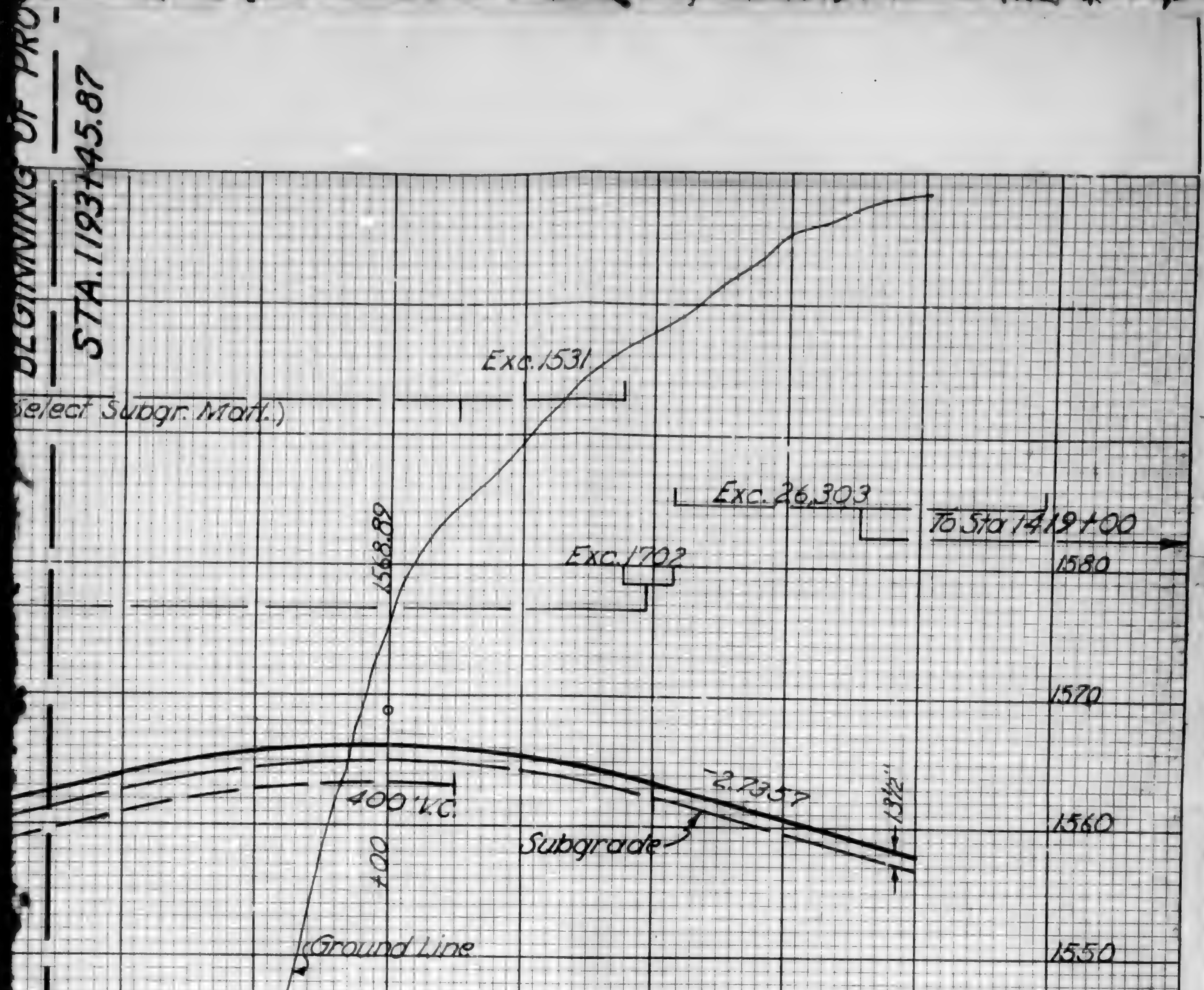


NORTH UNIT WESTON-MILTON-FREEWATER SECTION OREGON WASHINGTON HIGHWAY UMATILLA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F170(14)		See Index

Revised 6-3-59 Temp. Conn. Alignment & Profile, R/W
Revised 6-15-59 County Road Ground Line

N
N HIGHWAY
improve
Peas
Hansell
#19143
Creek
Dry
Little
OREGON-WASHINGTON R.R. & NAVIGATION CO.
1197+65.64 P.S.
500' Sp.
S=12°30'
a=1.0
Wheat
1202+65.64 P.S.C.
R/W Line
Access Control Line
140'
1195
80'
1200
N. 51°00'20" E.
st. Met. Gd. Rail {525' Lt. 750' Rt.
80'
12'
12'
110'
Access Control Line
R/W Line
45.87


Sta. 1185+21.07 – 1193+45.87
Const. Temp. Connection
1192+59.
1194+79.86
BEGINNING OF PRO
Emb. 1915 (Selec
SQ.H. 3900 Yd. Sta.
Emb. 2129 (Select Su gr. Matl.)
15.53.98
-3.17
Finish Grade 12' Lt. or Rt.
+2.10
360' V.C.
0
24"
Select Subgrade
+90
Exc. 1092
Emb. 1222
Emb. 18,947
SQ.H. 20
Emb. 37,848
85
1190


BEGINNING OF PRO
STA. 1193+45.87
(Select Subgr. Mat'l.)
Exc. 1531
Exc. 26,303
To Sta. 1419+00
Exc. 1702
1568.89
1580
1570
1560
1550
400' V.C.
-2.7357
13½"
+00
Subgrade
Ground Line
Exc. 20,232
Emb. 22641
S.O.H. 33,600 Yd. Sta.
Exc. 16,931
S.O.H. 202,920 Yd. Sta.
L.O.H. 2268 "C" Yd. Sta.
Fm. Sta. 1226+40
1195
1200

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60

3475

When replying, refer to:
OR-35.4-4A

408 State Highway Bldg.
Salem, Oregon

April 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14)
North Unit, Weston-Milton-Freewater
Section of the Oregon-Washington
Highway in Umatilla County -
Order for State Force Work
Amount of State Force Order $300.00 -
Federal Participation $185.00

Dear Sir:

Reference is made to your letter dated April 1, 1960, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Dexter

By: D. M. Emrich
Acting Division Engineer

A

RECEIVED
APR - 4 1960
FOR FILING

F-170(14)

5495

April 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 276 covering permanent signing on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This work is necessary for the direction and guidance of traffic after completion of the project. The required signing is minor and the State, with its experienced crews and special equipment, can do it much more economically than the contractor can. Estimate of the work by the contractor is $1,000. Materials used by the State are purchased on the open market through competitive bids. The amount is too small to be done by separate contract. The total estimated amount of the order is $300 with Federal participation of $185.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-4.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

DRP:mw
Encl.

By

Forrest Cooper
Deputy State Highway Engineer

A

RECEIVED
MAR 16 1960
FOR FILING

F-170(14)

5495

March 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide removal on the North Unit, Weston-Milton Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

After completion of the grading and removal of grading equipment a slide occurred between Stations 1199 and 1199+80. It will be necessary for the contractor to move back in, remove the dirt slide, shoot and remove a rock overhang and reslope the cut.

This order has been verbally approved by the BPR Area Engineer. Due to the necessity of getting the slide out of the way for surfacing and paving the Field has been instructed to proceed with the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
MAR 15 1960
FOR FILING

F-170(14)

5495

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1960

SUBJECT: Sign Installations
N. Unit, Weston-Milton Freewater Line
Oregon-Washington Highway
Contract No. 5495

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The Traffic Department has estimated that signing of this section by State force crews will cost approximately $300. They also estimate that signing by Extra Work Order methods will cost about $1,000.

Please submit a State Force Order for the necessary permanent signing on this section in the amount of $300.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper ✓
F. B. Crandall
C. C. McKinney

NOTED
FORREST COOPER

RECEIVED
MAR 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB -3 1960
FOR FILING

F-173(14)

5495

A

February 5, 1960

Oregon State Highway Commission

Gentlemen:

At 4:00 p.m. on February 1, 1960, I authorized the establishment of 35-mile-per-hour speed zones at the two ends of the current construction on the north unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway. The zones cover the section of the Oregon-Washington Highway, No. 8, between M.P. 23.38 and M.P. 23.92 and between M.P. 29.62 and M.P. 30.62

Your concurrence is requested in the above-mentioned construction speed zones.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. F. B. Crandall

VPJ:pk ae

RECEIVED
JAN 22 1960
FOR FILING
[illegible]
5495

January 21, 1960

Shell Oil Company
Northwest Division
1219 Westlake Avenue North
Seattle 11, Washington

Attention: Credit Department

Gentlemen:

This is to acknowledge receipt of your letter of January 20 concerning the status of C. R. O'Neil's State Highway Contract 5495 for grading and paving on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

Our Construction Division has informed us that this project is approximately 62% completed.

In regard to the claims mentioned in your letter, they may be filed at any time on a contract. If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission you should file the claim with the Secretary of State.

You are no doubt familiar with the filing of claims; however, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing procedures.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:

CWH:rj

670 788 900

SHELL OIL COMPANY
NORTHWEST DIVISION
SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE 11, WASHINGTON

January 20, 1960

Subject: C. R. O'Neil
Route 2, Box 95
Creswell, Oregon
Oregon State Highway Contract 5495
Milton - Freewater

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Shell products have been furnished on Oregon State Highway Contract No. 5495. In this connection, we shall appreciate it if you will send us information regarding the percentage of work completed on this contract, or, if completed, the date, date of acceptance, and the date all claims must be in your office.

For your convenience in sending us this information, an addressed envelope is enclosed.

Yours very truly,

C. F. Barnes
Credit Department

CFB:ml

Enclosure

(Approx-62% completed
1-21-60 E. J. Pease)

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[illegible]

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C. W. HEAB

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V 25 1959
FOR FILING
F 170(14)
5495

November 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering construction signing on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

Dry Creek County road is to be relocated and the existing railroad underpass will be closed. The signs, as listed on the order, are necessary to direct traffic for the change in routing.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Enc.

RECEIVED
NOV 23 1959
FOR FILING

F 170(14)

5495

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

November 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: North Unit, Weston-Milton-
Freewater Section
Oregon-Washington Highway
Umatilla County
Project No. F-170(14)

Dear Sir:

Reference is made to your letter of November 19, 1959.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated May 15, 1959, and November 12, 1959, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work was granted as of June 12, 1959. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

A

RECEIVED
NOV 20 1959
FOR FILING

F 170(14)
5415

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

North Unit, Weston-Milton-
Freewater Section
Oregon-Washington Highway
Umatilla County
Project No. F-170(14)

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with adjusting Pacific Power & Light Company's distribution line on the subject project.

This completes the agreement with the Company. Authorization to proceed with the work was approved as of June 12, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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1959
FOR FILE

FORM 230—12½M—6-55—96209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
Nov. 13, 1959

To:
Mr. Leonard I. Lindas
Chief Counsel
Office

SUBJECT:
State Highway v. B & M Farms
Our File No. R-29150 L-3341
U.S.B.P.R. File 08-35.7
North Unit, Weston-Milton-Freewater
Section
Oregon-Washington Highway

As per your request, I have examined the above file in order to furnish you with the necessary information to answer the questions proposed in a letter dated November 6, 1959, from Mr. C. G. Polk, Division Engineer, U.S.B.P.R., to Mr. W. C. Williams, concerning the settlement of the above-mentioned case by the State Highway Department in the sum of $35,000.

For your information, during negotiations the owners were of the opinion that the taking and damages to their 417.5 acre farm was $43,820. We had the property appraised and then reappraised, after a conference with the property owners, by two highly competent, independent appraisers who placed the value of the taking and damages at $34,800 and $35,900. Our settlement in this case is only $200 above our low independent appraiser, which is certainly not substantial, and $900 under our high appraiser.

First, with respect to a valid water right on a portion of the property in the taking, I am attaching hereto a copy of an opinion which was written by one of our staff attorneys on July 17, 1959. This opinion was not available to our fee appraisers when they made their original appraisals. The opinion holds that a valid water right, which is transferable, exists, and after reviewing the same I am in agreement on its conclusion. The final water right certificate, so I am informed, has not been issued because the State Engineer has been too busy to get around to it; however, an application, under File No. U-756, was filed on October 19, 1954, and this was followed by Permit No. U-671 on December 20, 1954, which is all that is necessary until the final certificate is issued. I do not see the need to spend additional money to obtain copies of the water right application and permit for the Bureau, unless directly requested to do so, since I have seen the application and permit which is on file and open to public inspection about two blocks away at the State Engineers' Office on 12th and Ferry Streets.

Second, with respect to the remaining questions, they are answered as follows:

1. The settlement does not include a $1,000 item because the State will not reconnect a water and power line. As mentioned above, our appraisals without this connection were $34,800 and $35,900. After the appraisals were made, B & M Farms requested the State to reconnect the power and water lines. Our resident engineer estimated the cost at $899 to $1,033. In arriving at a settlement figure to propose to the owners, we deducted $800 from our low appraisal to take care of this added cost to the State. The owners in turn notified us they would accept $35,000 and the State could forget about the reconnections.

2. In the opinion of both of our independent appraisers the cattle pens are now a total loss due to the taking and severance. Further, I have been informed that the State College is not going to use any of the severed pens. Mr. Felthouse, on page 7 of his revised appraisal, listed $15,000 for the replacement value of the pens. This, of course, would include depreciation being taken into consideration. Mr. Henry, on page 14 of his revised appraisal, lists a feed yard damage in the sum of $15,000. These figures are the opinions of these appraisers and not ours, and it is extremely difficult to second-guess an appraiser. However, to the best of my knowledge, the reason they allowed what I believe to be a depreciated replacement cost is because the pens, as located and severed, are of no more value to the owner except for the used boards he could salvage. These pens formerly ran in a straight line for approximately 1,000 feet. The cattle were fed from a gravel road which split the pen area. This is the only economical way of handling the feeding of the cattle. Since we take out about 20% of the pen area, right out of the middle, it is going to be necessary for the owners to find another location on the farm where they can rebuild 1,000 feet of pens to have the same feeding operation they had before the taking. Remember, this is only my understanding of the situation and does not bind our independent appraisers, although Mr. Felthouse, on page 6 of his revised appraisal, infers similar reasoning.

3. With respect to the final question, I believe our appraisers used a present depreciated replacement cost for their damage figure. In other words, the contractor used by the appraisers said he could replace like pens for a set figure. This infers to me that he considered such replacement with used or depreciated

material rather than new material.

If I can be of further assistance, please notify me.

FRANK C. McKINNEY
Chief, Office Section

FCMcK/ks
enc.

cc: George Rohde
W. T. Wright
Forrest Cooper

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OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 59
FOR [illegible]

When replying, refer to
08-35.4-A

F 40 (14)

5495

408 State Highway Bldg.
Salem, Oregon

September 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: North Unit, Weston-Milton-Freewater
Section of Oregon-Washington Highway
Umatilla County, Estimated Cost $6,000
Federal funds $3,714

Dear Sir:

Reference is made to your letter dated September 22, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

It is understood that the data submitted is an estimate and that full support for acreage treated will be forwarded before payment can be made.

Very truly yours,

C. G. Polk
Division Engineer

orig - Porter

RECEIVED
NOV 10 1959
FOR FILING

F-170(14)
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
[illegible]

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2925 NO. LARRABEE AVE.
PORTLAND 17, OREGON

PLEASE RETURN TO
FORREST COOPER

SEPTEMBER 25, 1959

(File Ref. D 315 - 2 - 87)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

North Unit, Weston-Milton-Freewater Section,
Oregon-Washington Highway

It will be appreciated if you can submit for review and approval, a layout or description of the method of grouting proposed for use in filling concrete Arch No. 25.75, mentioned in my letter of August 11th. Early submission is suggested to avoid delay during the work.

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

NOTED
FORREST COOPER

RECEIVED
SEP 29 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1959
FOR FILING

F-170(14)

5495

September 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the adjustment of the B & M Farms' water and electric facilities on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

The taking for right of way through the B & M Farms is under condemnation. Water and electric lines cross the new construction and the adjustment is necessary before the grading and paving are completed. It is also believed that a better property settlement can be made if the adjustments are made before court settlement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
SEP 24 1959
FOR FILING
F 170(14)

5495

September 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, account No. 224-238, covering seeding and mulching on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $3,714.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

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RECEIVED
AUG 31 1959
FOR FILING

5495

August 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering fencing on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This work is necessary to prevent trespass of stock on the highway.

The order is for fencing right of way and a quarry site. Participation is requested on the right of way fencing only; estimated at $1,394.27.

Right of way negotiations were not completed in time to include the fencing in the contract. No special or additional benefit will accrue to the landowner because of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
AUG 24 1959
FOR FILING

F 170 (14)

5415

August 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the State's share of flagging costs on the N. Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
AUG 24 1959
FOR FILING

F-170(14)

5495

August 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering filling the County Road railroad undercrossing on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

Due to revision of the County road crossing at Station 1208, the railroad undercrossing of the road will not be used. The agreement with the railroad company requires that the undercrossing be backfilled with compacted material.

The material will be obtained from the general excavation and paid for under contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

1

RECEIVED
AUG 14 1959

FOR FILING

[illegible]

[illegible]

Salem, Oregon
August 14, 1959

Union Pacific Railroad's
request to pressure-grout
above backfill - county-
road undercrossing near
Blue Mountain

Mr. Forrest Cooper

Herewith a letter from the Union Pacific Railroad Company over the signature of G. H. Baker, Superintendent of the Oregon Division, in which he directs us to pressure-grout above the backfilling of the arch structure formerly carrying the road under the Union Pacific's tracks on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway.

In my opinion this is the most foolish and arbitrary demand that we have ever received from the Union Pacific. This culvert was constructed many years ago. It is of mass concrete, very heavy. It has withstood all the traffic during these years with no indication of any settlement and, in my judgment, would perform in the same way for the next century.

I doubt very much whether there was any justification of backfilling the structure, and in my discussions with the Portland office, the prime reason seems to be the prevention of use by hoboes or other unauthorized persons. We have certainly accomplished this by the backfilling.

The grouting above the backfilling would be of no practical use in relieving any stress in the arch. Regardless of how well the backfill is compacted, some settlement will take place and the grouting will take none of the load. It will cost several thousand dollars to move in pressure-grouting equipment and do the work, and I would suggest that, since you are better acquainted with Mr. Bunjer than I, you discuss the matter with him.

GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

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NOV 20 1959
FOR FILING

[illegible]
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5495

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 11, 1959

File Ref. D 315 - 2 - 87

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

North Unit, Weston, Milton-Freewater Section,
Oregon - Washington Highway

In connection with filling the County Road undercrossing concrete arch structure No. 25.75 near Blue Mountain, the Chief Engineer requests that after backfilling the arch with suitable material and compacting as much as possible, the barrel should then be pumped with grout to insure the filling of all voids and to eliminate any possible future settlement. With the arch properly backfilled and the slopes made to conform to those now existing adjacent to the arch, it will not be necessary to remove the head or wing walls.

Will you please give consideration to this request and advise of the method developed for grouting?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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AUG 11 1959
FOR FILING

[illegible]

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION 5495

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 7, 1959

File Ref. D 315-2 - 87

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

North Unit, Weston, Milton-Freewater
Section, Oregon-Washington Highway

Referring to your letter of July 17th concerning railroad protective insurance furnished by Contractor, C. R. O'Neil, on the captioned project:

This will confirm information given Mr. Gardner, August 6th, that Great American Insurance Company policy No. 6-21-10-25 RP has been approved by the Railroad and the Contractor may enter upon Railroad property.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

Copy to Gardner

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OFFICE OF
STATE HIGHWAY ENGINEER

OTED
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JUL 24 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5
F-170 (14)
5445

408 State Highway Bldg.
Salem, Oregon

July 23, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: N. Unit, Weston-Milton-Freewater
Section, Oregon-Washington Highway,
Umatilla County - Project No. F-170(14)

Dear Sir:

As requested in your letter of July 15, 1959, approval is given to the agreement with the Pacific Northwest Pipeline Company regarding the adjustment by contract of its facilities on the referenced project. Authorization to proceed with the contract work is given, effective July 15, 1959.

Reimbursement will be made in accordance with the provisions of PPM 30-4.

[illegible]

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

A

RECEIVED
JUL 15 1959
FOR FILING

F-170(14)

[illegible]

July 15, 1959

N. Unit, Weston-
Milton-Freewater Sec.
Oregon-Washington Hwy.
Umatilla County
Project No. F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith is a copy of the proposed contract and three copies of the revised estimate, including contract work, in connection with revision of the Pacific Northwest Pipeline Corporation's facilities on the subject project. Signed or conformed copies of the contract agreement will be submitted immediately upon receipt.

Approval of the agreement with the Corporation on the basis of the proposed contract and authorization to proceed with the contract work as of this date are requested. Authorization to proceed with the Corporation's portion of the work was approved as of May 22, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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JUL 13 1959
FOR FILING

F-17[illegible]

5495

July 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering extra clearing on the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This order covers extra clearing outside of the originally staked areas. It is necessary that the area above the Dry Creek double box culvert be cleared to provide uninterrupted flow of water and reduce flooding , and to remove debris which could be washed into the culvert.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

RECEIVED
JUL - 7 1959
FOR FILING

F170(14)

3415

July 6, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: North Unit, West -
Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Project F-170(14)

Dear Sir:

Herewith are copies of a letter to the Pacific Telephone and Telegraph Company in correction of our letter of May 15, 1959, regarding the toll line crossing near Station 1435 on the subject project.

In our letter of June 12, transmitting estimate and sketch to you, correction was made regarding the status of this crossing. The attached copies of Assistant Counsel's letter are submitted in support. Adjustment of this crossing is included in the Company's estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

RECEIVED
JUL - 1 1959
FOR FILING

5495

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 30, 1959

Mr. C. R. O'Neil
P. O. Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5495, awarded June 4, 1959, for grading-paving the North Unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL -1 1959
FOR FILING
F-170(14)
5495

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering construction signing on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5495, in connection with Federal Aid Project No. F-170(14).

This work is necessary for the guidance of traffic. It is provided for in the Special Provisions of the contract as extra work and funds are included in the project authorization to cover it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUL - 1 1959
FOR FILING
F-170 (14)
5495

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

[illegible] Bldg.
Salem, Oregon

June 30, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: W. Unit, Weston-Milton-Freewater Section
Oregon-Washington Highway, Umatilla County
Project No. F-170(14)

Dear Sir:

As requested in your letter of June 29, 1959, authorization is given to adjust by contract the facilities of the Pacific Northwest Pipeline Company on the referenced project.

Authorization to proceed with contract work is withheld pending receipt of the contract and supporting bids or other showing that the lowest cost was obtained.

Very truly yours,

C. G. Polk
Division Engineer

A

RECEIVED
JUN 30 1959
FOR FILING

F 170(14)

5495

June 29, 1959

N. Unit, Weston-Milton-
Freewater Section
Oregon-Washington Hwy.
Umatilla County
Project No. F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of a letter from the Pacific Northwest Pipeline Company requesting authorization to solicit bids for contracting adjustment of its pipe line on the subject project.

June 2, 1959, the agreement between the State and Company was approved. Authorization to proceed with the work was approved May 22, 1959. Since that date the work load of the Company has increased so much that it will be difficult to do the work in time to clear for construction.

The Company is requesting authorization to solicit bids from the three following qualified contractors:

Mid-Mountain Contractors, Seattle, Washington
D.B.S. Pipeline Construction Corporation,
  La Grande, Oregon
Carriott Pipeline Service, Pasco, Washington

Authorization to adjust the pipe line by contract is requested. Agreement between the State and Pacific Northwest Pipeline Company was approved June 2, and authorization to proceed with the work with Company forces was granted as of May 22, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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RECEIVED
JUN 25 1959
FOR FILING
F-170 (14)

5495

June 24, 1959

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Re: North Unit, Weston-Milton-
Freewater Section
Oregon-Washington Highway
Railroad File: C-315-2-66

Dear Sir:

Reference is made to your letter of June 5 in which you grant permit of entry onto railroad right of way needed in the construction of the caption-named highway project and subject to certain conditions as set forth in your letter.

In this connection, please be advised that the concrete arch structure No. 25.75 will be backfilled with suitable rocky material out of the adjacent excavations. It is our intention, in this respect, to backfill the existing arch rather than try to remove the arch, as removal of the arch costs considerably more.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. B. J. Callahan
Mr. G. H. Baker

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

LHY:fp fn

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JUN 25 1959

FOR FILING
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5495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1959

SUBJECT: North Unit, Weston-Milton-Freewater Section
Oregon-Washington Highway
Contract No. 5495

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to your letter of June 22 regarding the filling of the concrete arch under the Union Pacific Railroad at Blue Mountain Station.

Will you please proceed with the filling of this arch in accordance with your plan and estimate.

I believe that this work should be done by Extra Work Order. However, if a suitable Price Agreement could be reached with the contractor, we would consider doing it by this method.

Please submit the necessary order at your earliest convenience.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc G. S. Paxson

NOTED
G. S. PAXSON

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FOR. PM.

F-170(14)

5475

When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14), H. Unit,
Weston-Milton-Freewater Section,
Oregon-Washington Highway-
Utility Adjustment

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Pacific Telephone and Telegraph Co. dated May 15, 1959 and June 10, 1959 respectively, covering adjustment of telephone toll lines on the above project.

Authorization to proceed was granted as of June 12, 1959 with the necessary utility adjustments as requested in your letter of May 15, 1959 by Mr. J. W. DeSouza, Assistant Counsel. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. C. Polk
Division Engineer

By: A. F. Baxter
Acting Division Engineer

orig Baxter
copy Edwards

NOTED
FORREST COOPER

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RECEIVED
JUN 17 1959
FOR FILING

F170(14)

5495

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 10, 1959, on Contract No. 5495, North Unit, Weston-Milton Freewater Section, in Umatilla County, in connection with Federal Aid Project No. F-170(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

RECEIVED
JUN 16 1959
FOR FILING
F-170 (14)

5495

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14), N. Unit,
Weston-Milton-Freewater Section,
Oregon-Washington Highway -
Utility Adjustment

Dear Sir:

Authorization is hereby granted to proceed, as of June 12, 1959, with necessary adjustments of Pacific Power and Light Company's power line on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Erin
Porter

RECEIVED
JUN 15 1959
FOR FILING
F-170(14)
5495

A

Gen File

Re: L. Unit, Weston-Milton-
Freewater Oregon-Washington
Highway Umatilla County
Project F-170(14)-Cont. No. 5495

June 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with revision of The Pacific Telephone and Telegraph Company's facilities on the subject project. This completes the agreement with the Company for this phase of the construction.

In the description of work to be done our letter to the Company dated May 15, 1959, stated that the line crossing near Station 1435 was on public right of way and that revisions of anchors only would be reimburseable. This line was originally placed on private property. Later the highway right of way was widened outside of the pole line without cancelling the easements. Payment for moving the poles, as well as the anchors, is therefore the obligation of the State.

Approval of the agreement on this basis is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

A. L. Porter
Office Engineer

DBP:br

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JUN 10 1959
FOR FILING
E-170 (41)
5495

Salem, Oregon
June 10, 1959

Weston - Milton-Freewater
Section, Oregon-Washington
Highway, Umatilla County

Mr. Tom Edwards
Mr. R. L. Porter
Mr. Walter Wright

Herewith a copy of the permit of entry under which we are operating on the Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

You will note that this permit is conditioned upon satisfying the burden on the Southern Pacific Company's right of way and on filling the arch culvert which now carries the county road under the Railroad Company's tracks in a manner satisfactory to the Railroad.

G. S. Paxson

GSP:gm
Encl.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
JUN 11 1959
FOR FILING
F-170(14)
5485

June 10, 1959

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to thank you for the permit of entry granted on your right of way adjacent to the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

In this letter you asked that we return a carbon copy with our acceptance of the provisions of this permit of entry noted thereon. A carbon copy was not enclosed, but I am returning a Thermo-fax print of the letter noting our acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. W. C. Williams

RECEIVED
JUN 16 1959
FOR FILING

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5495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1959

SUBJECT: Weston-Milton-Freewater Section
Oregon-Washington Highway

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

We have been requested by Mr. Paxson to furnish him with information regarding a request by the Union Pacific Railroad that the State Highway Department undertake, by filling, removing, or some other manner, the blocking of Arch #25.75 on subject section.

This arch is apparently the arch through which the county road we are connecting to our new highway now crosses underneath the railroad.

I personally can see no reason why the blocking of this arch becomes a State Highway Department obligation. However, there may be circumstances of which I am not cognizant.

Please forward to this office your recommendations in this regard including a rough estimate of cost of performing the work of blocking the arch.

Tom Edwards
Construction Engineer

By L. H.

F. B. Klaboe
Asst ~~Field~~ Construction Engineer

FBK:fp
Enc.
cc G. S. Paxson

NOTED
G. S. PAXSON

Salem, Oregon
June 5, 1959

Weston-Milton-Freewater Section
Oregon-Washington Highway

Mr. Tom Edwards

Attention: Mr. Fred Klaboe

Herewith copy of a letter from the Union Pacific Railroad Company with reference to the Weston-Milton-Freewater Section.

Please note the last paragraph in which they request our plans for filling the present county road undercrossing. Will you give me information so that I may answer them.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 3, 1959

(File Ref. D 315 - 2 - 87)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

North Unit, Weston - Milton-Freewater Section, Oregon-Washington Highway

Returned herewith are prints of Highway Department Drawings 14943, 14945 and Sheet 4 of the Grading Plans, bearing the approval of our Chief Engineer, subject, however, to the notations shown in red on Drawing 14945.

It is noted the plans provide for re-routing the County Road into the relocated highway, doing away with the existing undercrossing through Arch No. 25.75. It is thought this arch should be removed or filled, in a manner satisfactory to the Railroad Company. Will you please give consideration to this problem and submit plans for Railroad approval of the treatment you propose for the arch?

Yours very truly,

G. H. Baker

G. H. Baker
Superintendent

encs.

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JUN - 8 1959
FOR FILING
E17014
547

June 8, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5495 for grading and paving work on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

In general, the work does not conflict with railroad facilities except for highway fill, box culvert extension, guard rail and roadwork between highway Stations 1202+65.64 and 1210+08.14 as indicated on Sheet 4 of the plans.

Provisions call for the contractor to protect your Company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations With Railroad Company". Also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 31 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

JWR:mfh

By

R. L. Porter
Office Engineer

cc: G. S. Paxson
J. W. DeSouza

RECEIVED
JUN - 8 1959
FOR FILING

F-170(14)

5485

R

June 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of June 4 is requested in the award of contract for grading and paving the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, Project F-170(14), to C. R. O'Neil of Creswell on the basis of the bid of $588,321.00 submitted on May 5, 1959.

All rights of entry required for this contract are acquired except for a railroad easement. See your letter of April 3, 1959, to Mr. W. C. Williams.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson
Forrest Cooper
Deputy State Highway Engineer

RLP:bb

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

June 5, 1959

C 315-2-66

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to proposed relocation of a portion of the Oregon-Washington highway between Pendleton and Walla Walla contemplating an encroachment upon the Railroad right of way in the vicinity of Mile Post 25.70 of the Pendleton Branch of the Oregon-Washington Railroad and Navigation Company near Blue Mountain, Oregon:

This letter will confirm verbal authority extended to the State several days ago to occupy the right of way in connection with progressing this project with the understanding, however, that the following items will be handled to the satisfaction of the Railroad Company and expressed in agreement to cover.

Our right of way in the vicinity of the encroachment carries deed requirement reserving to the grantors and heirs, executors, and administrators, the right to use any drainage culverts constructed in whole or in part on the land conveyed, for all ordinary farm crossing purposes. In compliance with this requirement, a 24 ft. arch was constructed by us on Dry Creek which we understand the State proposes to extend with a double concrete box, each barrier being 12 ft. wide and 10 ft. high. It is understood the authority herein granted is subject to installation of a satisfactory facility in compliance with the deed requirement concerning which we will advise you more definitely shortly.

You will receive in the near future from Mr. Baker, information concerning your drawings 14943, 14945 and ~~sheet~~ for the grading plans covering extension of the arch culvert, which are approved subject to the above concerning the culvert, except as to a minor revision noted on drawing 14945 pertaining to size and spacing of reinforcing bars.

The State's plans apparently contemplate constructing embankment with slope intercepting the base of concrete arch No. 25.75 near the top of opening and partially filling the structure. As this arch, which now is used as an underpass for county road, will not be required after completion of the highway and relocation of the County road, leaving one end of same open, would be undesirable and therefore it should be removed or filled completely by and at the State's expense, the Railroad grade to be restored to the section existing on either side of the structure.

With the above understanding and indicative of our desire to be cooperative with the State Highway Department, you hereby are granted permit of entry on the right of way at the location requested upon the further conditon that the State will execute customary form of agreement when presented. This agreement will include provisions for usual insurance (which we understand already has been provided) and for reimbursement by the State to the Railroad for any expense incurred by the latter.

To express your agreement and concurrence to the above, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Yours very truly,
D H Wengert

Accepted this _____ day of
June, 1959

STATE OF OREGON

By_______________________
State Highway Engineer

RECEIVED
1 0 1959

cc - Mr. D. J. Callahan - Portland
Mr. G. H. Baker - Albina

RECEIVED

F 170(14)

When replying, refer to

08-35.4-0

5495

408 State Highway Bldg.
Salem, Oregon

June 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-170(14), North Unit, Weston-Milton-Freewater Section, Oregon-Washington Highway we hereby concur, as of this date, in award of Contract No., 5495 to C. R. O'Neil, of Creswell, Oregon, low bidder in the amount of $588,321.10 at the May 5, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig
Dexter

A

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JUN 30 1959

~~FOR FILING~~

[illegible]

5495

June 4, 1959

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and paving on the North Unit, Weston Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County for the sum of $588,321.10 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5495.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

vj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 4, 1959

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Contract for grading and paving on North Unit, Weston-Milton-Freewater Section of Oregon-Washington Highway in Umatilla County for which you submitted low bid on May 5 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
JUN [illegible] 1959
[illegible]

F-170 (14)

When replying, refer to:
08-35.5

5495

408 State Highway Bldg.
Salem, Oregon

June 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14) N. Unit,
Weston-Milton Freewater Section of
the Oregon-Washington Highway

Dear Sir:

We are today approving the agreement, as evidenced by the exchange of letters between the State and Pacific Northwest Pipe Line Corporation, dated May 15, 1959 and May 22, 1959, covering the lowering and casing of utility's pipeline on the above project, in accordance with PPM 30-4.

Authorization to proceed with the above work was granted May 22, 1959.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
District Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards [illegible]

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FOR FILING
F17 [illegible]
5495

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

May 28, 1959
Salem Office

SUBJECT: File Nos. 29143, 29145, 29146 & 29225
Weston-Milton Section
Oregon-Washington Highway

To: Mr. Walter T. Wright
Right-of-Way Engineer
Office

NOTED
D. H. MOEHRING

I have been handed a letter from G. H. Baker of the Union Pacific Railroad advising us that we must take subject to the reservations contained in their deed or extinguish the same. These reservations as mentioned in his letter of May 11, 1959, were contained in the deed from George W. Staggs and wife recorded in Book 98 at page 577, deed records of Umatilla County. By this deed the Staggs conveyed the railroad a right of way over and across the West half of the East half of Section 2, Township 4 North, Range 35 East, W. M. and reserved the right to use any drainage culvert to be constructed for ordinary farm crossings. This right then accrued to all land abutting the railroad in the West half of the East half of Section 2. This abutting land is now owned as follows:

1. By Blanche Staggs Beamer (our file 29145), who owns the Southwest quarter of the Northeast quarter and that portion of the Northwest quarter of the Southeast quarter lying North of the railroad, and also that portion of the Northwest quarter of the Southeast quarter lying West of the highway.

2. By Archie J. Beamer and wife (our file 29146), who owns Lot 2 of Section 2, being that portion of the West half of the East half lying North of the Southwest quarter of the Northeast quarter.

3. By Marion Stafford Hansell and wife and William H. Hansell and wife (our file 21943), who own the Southeast quarter of the Northeast quarter, the Northeast quarter of the Southeast quarter and that portion of the Northwest quarter of the Southeast quarter lying South of the railroad and East of the highway.

We therefore are acquiring land from every party who owns abutting land to which the above-mentioned easement could accrue. However, I do not see the necessity of even acquiring releases from these people for a number of reasons. First, the reservation was for a farm crossing only, which would presume to require a single owner to own both sides of the railroad. This exists only in the

NOTED
G. S. PAXSON

NOTED

small area which is Lot 2, owned by Archie J. Beamer and wife, and that portion in the Northwest corner of the Northwest quarter of the Southeast quarter lying West of the existing highway, now owned by Blanche Staggs Beamer. The latter instance is completely away from our area of taking, and in the case of Lot 2 it appears that there are no undercrossings in existence. Secondly, I do not feel that such releases are necessary since we are acquiring the land abutting along the Easterly side of the railroad right of way along the entire area in which we are concerned. The fact that we are acquiring this in fee would certainly cut off any rights of undercrossing.

If, however, it is felt that it is necessary to get a release, then we can take a quitclaim deed for this easement from the above-named parties or add this easement to each of the above-enumerated files. If, on the other hand, it is felt that it is not necessary to acquire a release of this easement, then we should advise the railroad that we are willing to take their easement subject to these rights as created by the deed from George W. Staggs and wife in 1917.

James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:bh

RECEIVED
JUN - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1959
FOR FILING
F-170(14)

5495

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: N. Unit, Weston -
Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Project No. F-170(14)

Dear Sir:

Herewith are four copies of the estimate and sketch in connection with revision of the Pacific Northwest Pipeline Corporation's facilities on the above project. Copies of Assistant Counsel's letter were submitted on May 22, 1959.

This completes the agreement with the Corporation for this phase of the work.

Please return one copy of the estimate and sketch noted to indicate approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

RECEIVED
MAY 2 1959
FOR FILES

F-170 1-1

5485

May 27, 1959

Mr. G. E. Baker
Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Your file B 315-2-87

Dear sir:

Reference is made to your letter of April 23, concerning the encroachments on your right of way by the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

The Umatilla County Court has agreed to close and abandon that section of its county road which now underpasses your railroad. The official closure and abandonment will be made as soon as our new construction connects this county road with the old Oregon-Washington Highway so that traffic can be served. With the closure of this road, the structure which we had originally planned to carry it under the new highway will not be necessary and will be eliminated. This would not change the limits of the easement which we have requested, but would involve an embankment which would cover the end of your present undercrossing structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. R. E. Hasche

Mr. W. C. Williams
Mr. R. L. Porter
Mr. Ivan D. Merchant
Mr. Walter Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

[illegible] NO. LARRABEE AVE
PORTLAND 17, OREGON

APRIL 23, 1959

File Ref. D 315 - 2 - 87

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Weston - Milton-Freewater Section
Oregon-Washington Highway

You submitted with your letter of April 7 to Mr. Brown, Drawings Nos. 14943 and 14945 and Sheet 4 of the Grading Plans in connection with the Dry Creek culvert. Sheet 4 of the Grading Plans indicated a structure in the highway over the County Road adjacent to the Dry Creek culvert.

We have today received a set of Grading Plans and Proposal which on Sheet 4 does not indicate a bridge over the County Road but instead indicates that the County Road is going to be changed to intersect the relocated highway.

Will you please advise which of the plans is correct, whether the County Road will be changed, eliminating the need for the undercrossing through our fill or whether it will be retained and a structure under the highway?

Yours very truly,

G. H. Baker,
Superintendent

8606

April 28, 1959

Union Pacific Railroad Company
4525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Original plans for the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway required construction of a grade separation structure to carry the new highway over the existing county road at about Station 1208, as indicated on Sheet 4 of the grading plans sent you on April 7.

A revision of the overall plans has been made which eliminates the necessity for this overcrossing, and the grading plans, and more particularly Sheet No. 4, indicate the proposed construction at this point.

County road traffic from the west will have access to the new highway at about Station 11[illegible] which is the connection between the new section and the existing Oregon-Washington Highway. There will be no opening through the highway fill at the existing location of the county road at Station 1208.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

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MAY 27 1959
FOR FILING

F-170(14)

5495

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg
Salem, Oregon

When replying, refer to
08-35.5

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14), Weston-Milton-Freewater Section of the
Oregon-Washington Highway
Adjusting and protecting Pacific
Northwest Pipeline Corp. pipe line.

Dear Sir:

Authorization is hereby granted to proceed as of May 22, 1959, with necessary adjustments of the Pacific Northwest Pipeline Corp. pipe line on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

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MAY 22 1959

FOR FILING

F-170 (14)

5405

May 22, 1959

N. Unit, Weston - Milton-
Freewater Section
Umatilla County
Project No. F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting and protecting the pipe line of the Pacific Northwest Pipeline Corporation on the above project.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

P

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MAY 22 1959
FOR FILING

F-170 (14)

3445

May 22, 1959

N. Unit, Weston -
Milton-Freewater Sec.
Umatilla County
Project F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjustment of Pacific Power and Light Company's power line on the above project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
MAY 22 1959
FOR FILING

F-170 (14)

34-5

May 22, 1959

N. Unit, Weston - Milton-
Freewater Section
Umatilla County
Project F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting the lines of the Pacific Telephone and Telegraph Company on the above project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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MAY 15 1959
FOR FILING

E 120 [illegible]

E 795

May 14, 1959

Mr. G. H. Baker, Superintendent
Oregon Division, Union Pacific
Railroad Co.
2525 No. Lorrabee Avenue
Portland 17, Oregon

Dear Sir:

In answer to your letter of May 11, and your file number D315-2-87, concerning additional plans for grading and paving work on the North Unit, Weston-Milton Freewater Section of the Oregon-Washington Highway in Umatilla County.

We are mailing, under separate cover, one set of the above mentioned plans.

Please advise if you wish to receive plans on future jobs and we will be pleased to add your name to our mailing list.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:jb

RECEIVED
APR 17 1959
FOR FILING

F 179 (14)

5495

April 17, 1959

Mr. R. H. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing under separate cover a copy of the Special Provisions and plans for grading and paving work on the North Unit, Weston - Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County, bids for which are to be received in Salem on May 5, 1959.

In general the work does not conflict with railroad facilities except for highway fill, box culvert extension, guard rail and road work between highway Stations 1202+65.64 and 1210+08.14, as indicated on Sheet 4 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations With Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on Page 31 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSousa

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[illegible] 1959
FOR FILING

OREGON DISTRICT F-170 (14)
5495

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. F-170(14)
North Unit, Weston-Milton-Freewater
Section of the Oregon-Washington
Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Probert

RECEIVED
APR 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. H. PROBERT

NOTED
FORREST COOPER

2

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APR 6 - 1959
FOR FILING
OREGON DISTRICT

F-170(14)
08-35.40
5495

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM OREGON

April 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-170(14)
N. Unit, Weston-Milton-Freewater Sec.,
Oregon-Washington Highway

Dear Sir:

By letter dated April 1, 1959, Mr. Forrest Cooper advised of the desirability of including the above project in the May 5 letting. It was explained that all rights-of-way will be acquired or under condemnation by May 28 except for an encroachment on Union Pacific Railway property.

In view of conditions existing in this instance, we will agree to advertising and contracting the project under the terms of PPM 21-6.3(1).

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
APR 3 - 1959
FOR FILING

F-170 (14)

5495

April 1, 1959

N. Unit, Weston-Milton-
Freewater Section
Oregon-Washington Highway
Umatilla County
Project F-170(14)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

It is desired to advertise the above project for contracting so that bids can be opened on May 5, 1959. All rights of way will be either acquired or under condemnation by May 28 (the day the Commission will award contracts) except a longitudinal encroachment on the U. P. Railway in the vicinity of Station 1205. Just when the easement for this encroachment will be obtained is somewhat uncertain but it will probably be sometime in June of this year. There is no argument or disagreement with the railroad company over this matter but their procedures are such as to require about this much time for handling.

In order to complete the project this season, work must be started at the earliest possible time and as the project involves some 5.1 miles of grading and paving and as failure to occupy railroad property could not affect more than 0.8 mile, it would be in the public interest to start this construction even though the railroad easement is not available until later.

We request that you give favorable consideration to advertising and contracting this project for construction under terms of GAM 68 and PPM 21-6.3(1). We are agreeable to placing in the specifications a statement calling bidders' attention to the fact that the railroad easement will probably not be available at the time of the contract award.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

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DEC 2[illegible] 1958
FOR FILING

F-170 (14)

5475

December 23, 1958

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Mr. Brown:

The Oregon State Highway Commission proposes to rebuild a section of the Oregon-Washington Highway known as the Weston-Milton Section in Umatilla County. At one point the new line is immediately adjacent to the tracks of your Pendleton-Walla Walla Branch. At this point you have a wide right of way, probably for the fill slopes of your railroad embankment across Dry Creek and across a county road.

I am attaching three prints from our Drawing 8B-12-7 which shows the location of our road and the cross sections in the section where we are immediately adjacent to your tracks. We would request that we be granted an easement as shown on the attached map and cross sections. While your company usually draws up its own descriptions of easements, I am attaching a copy of the description as drawn up by our Right of Way Section, which may be of some use to you.

The existing state highway which now undercrosses your tracks in the vicinity of your Station 141 will not be abandoned but will become a county road and will remain in service for local traffic. Within the easement which we are requesting, we propose to extend your railroad culvert now carrying Dry Creek, with this structure, which will have equal carrying capacity. We intend to build a structure carrying our new Oregon-Washington Highway over the county road which at present undercrosses your tracks. This structure will be a concrete viaduct and not an extension of your concrete tunnel under the track.

We hope to place this project under contract within a few months and your early attention to the matter will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant

GSP:gm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON U. P. R.R. CO.

OREGON-WASHINGTON HIGHWAY

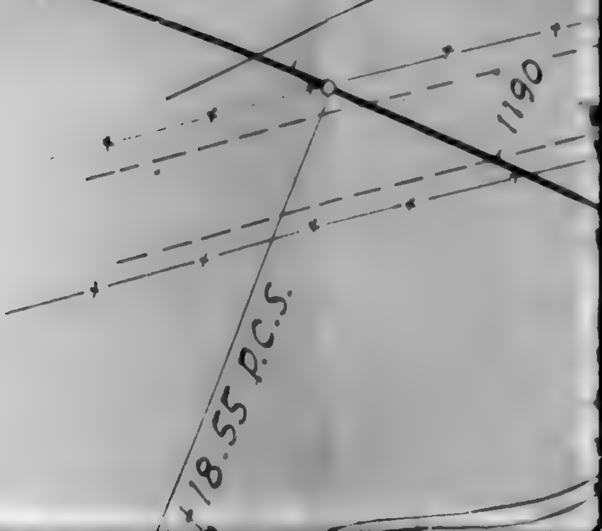
N. UNIT, WESTON-MILTON-FREEWATER SECTION

Umatilla County

Scale: 1" = 100'

Nov., 1958

DRG. NO. 8B-12-7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+18.55 P.C.S.

Existing Oregon-Washington Highway
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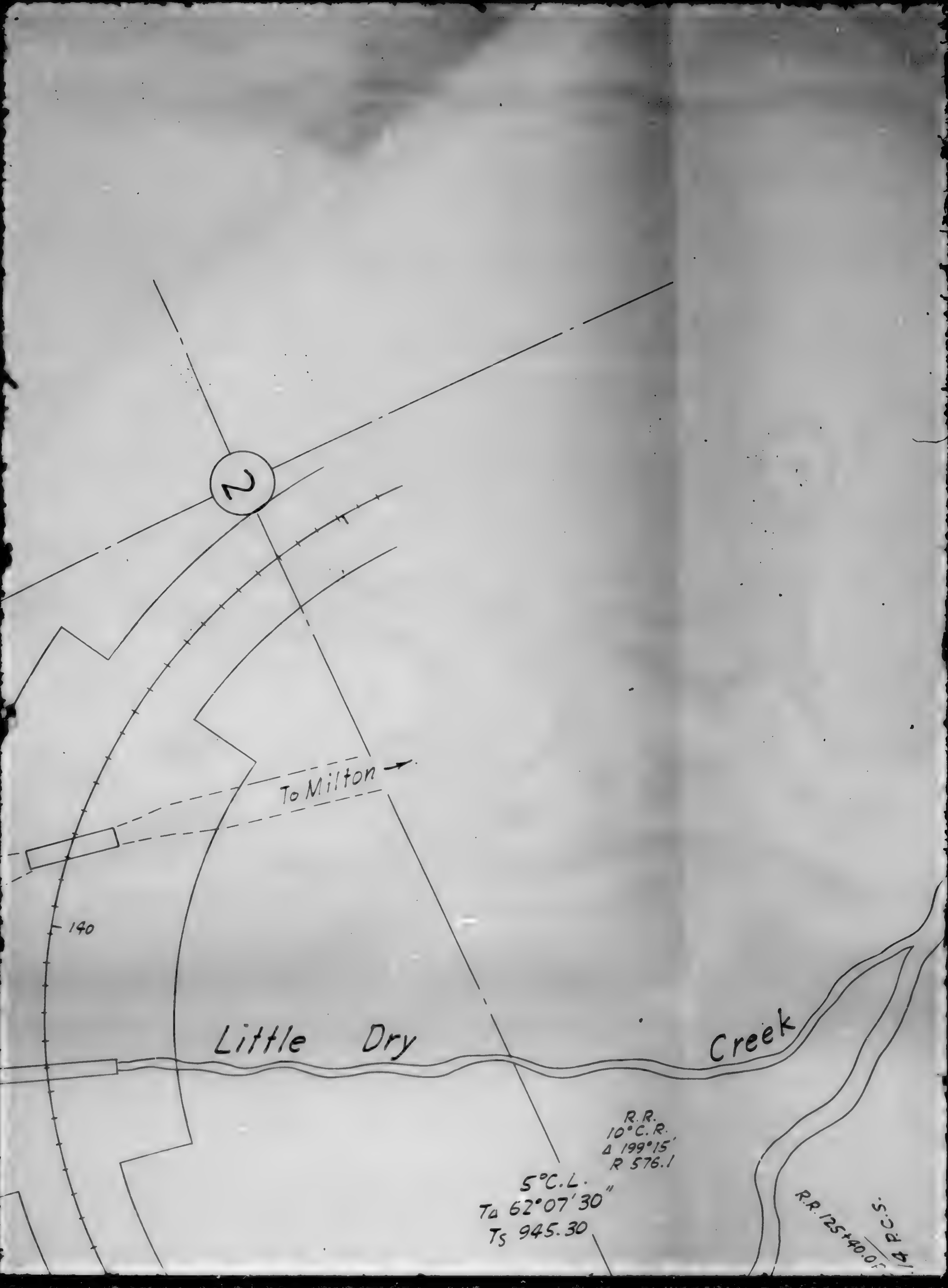
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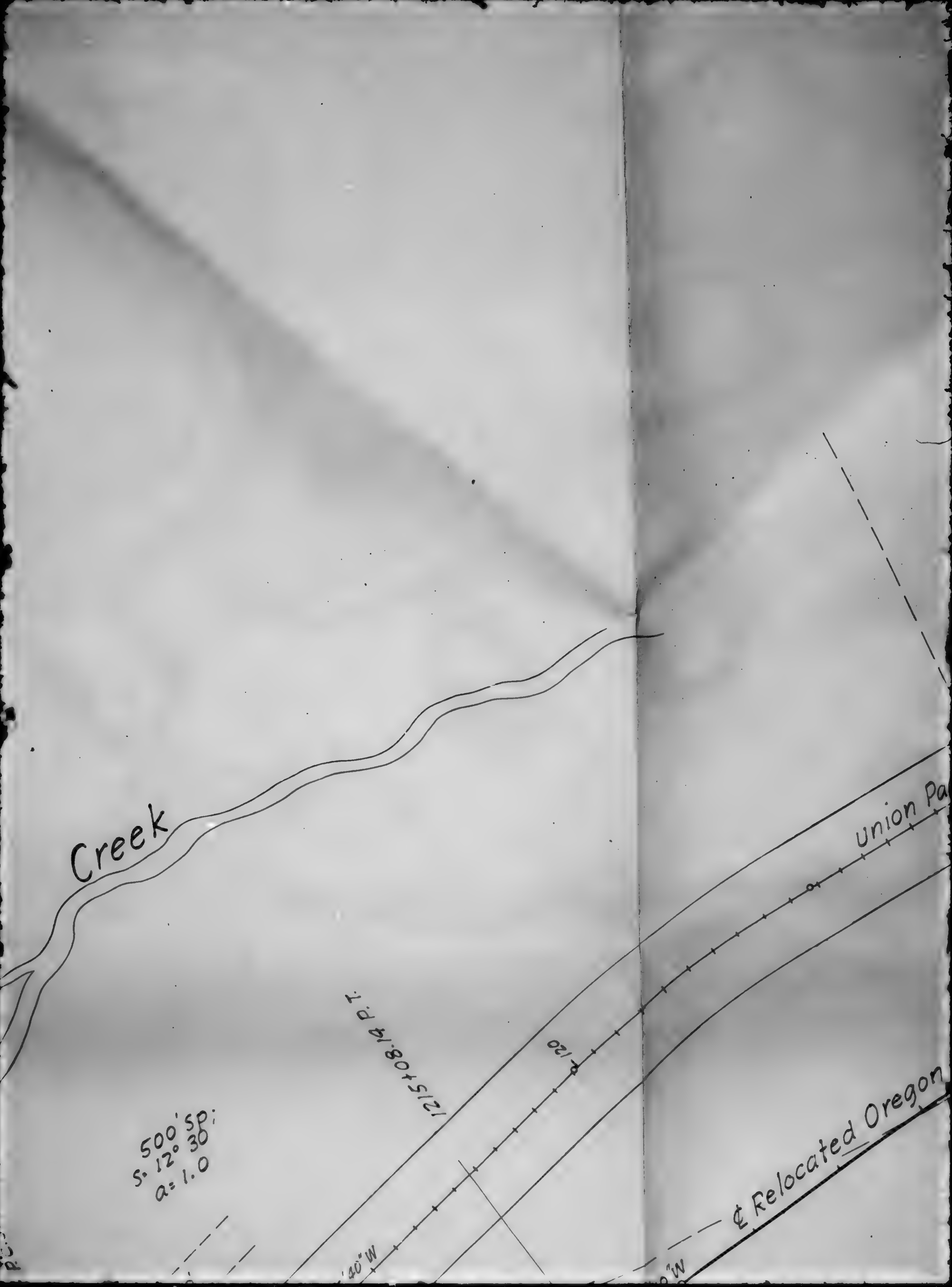
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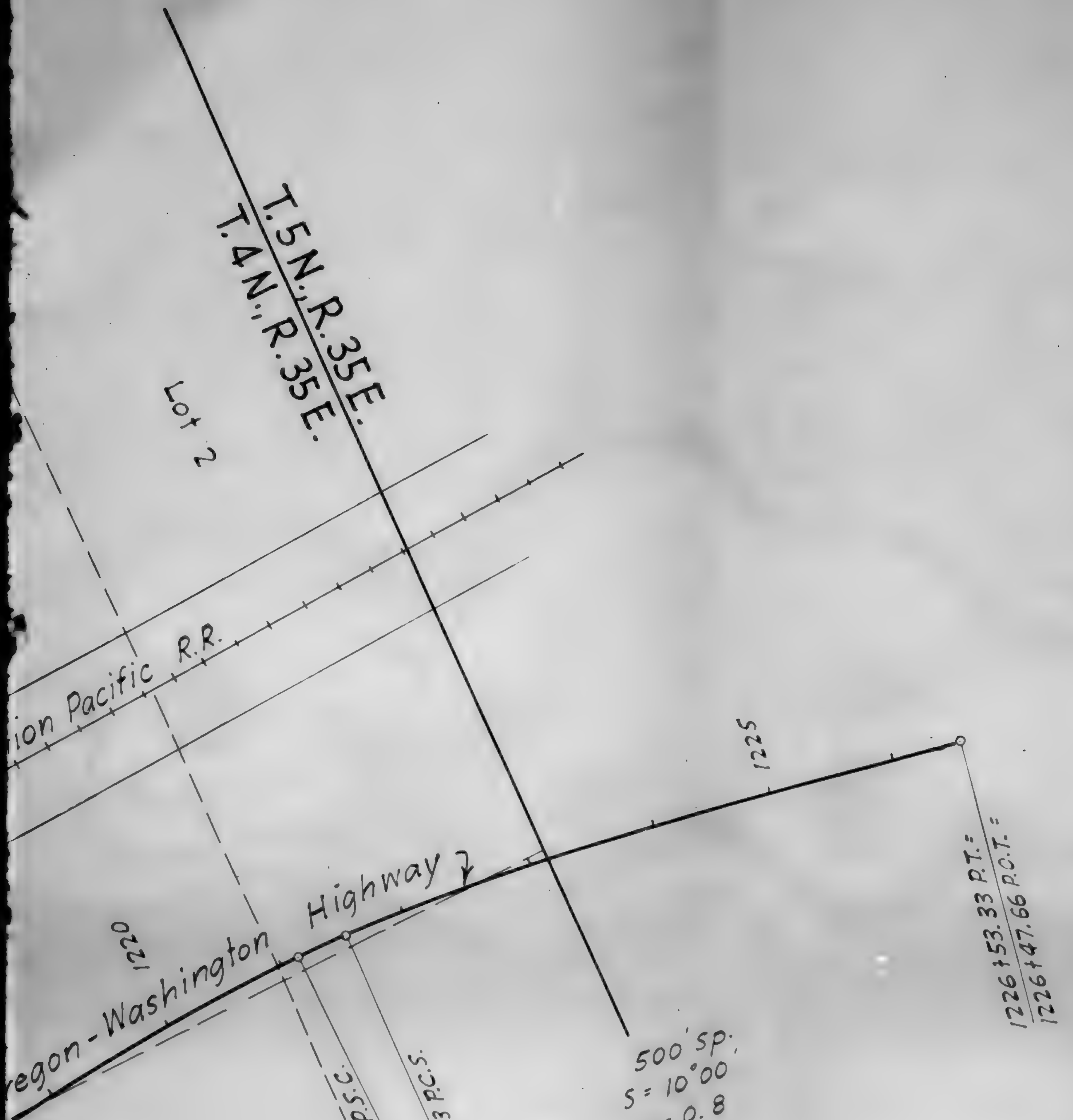
T.5N.,R.35E.
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ion Pacific R.R.
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1220
regon-Washington Highway
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1221+53.33 P.C.S.
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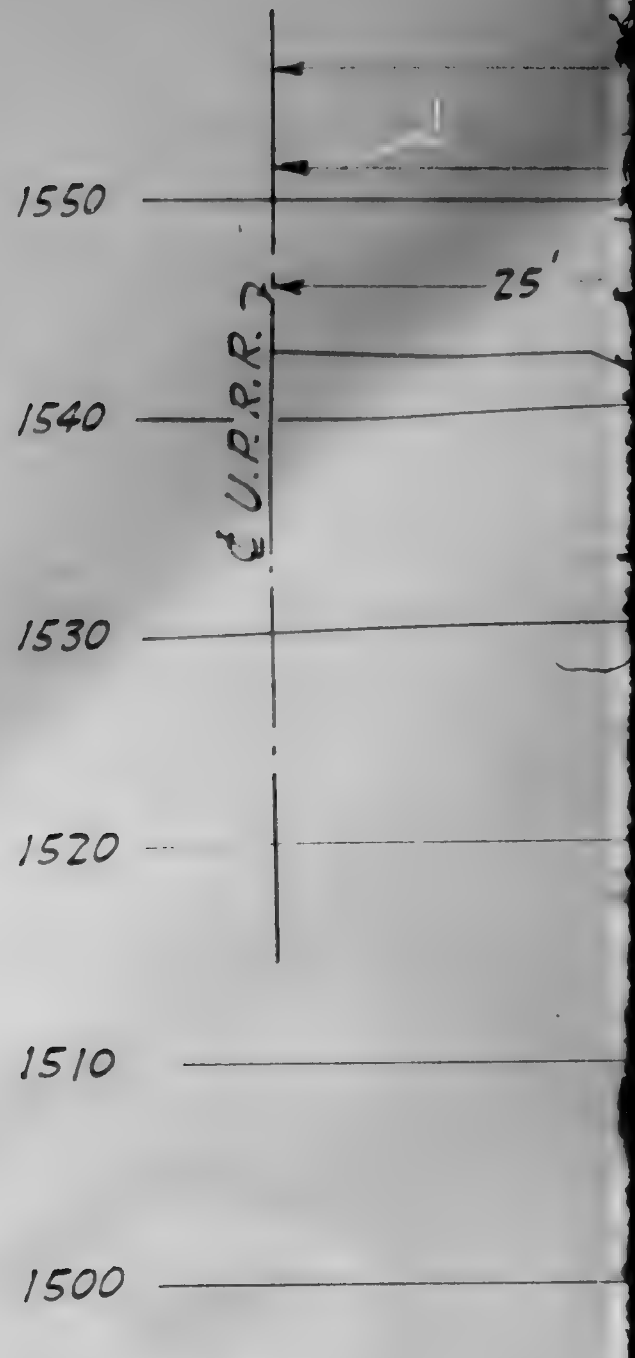
s = 10°00'
a = 0.8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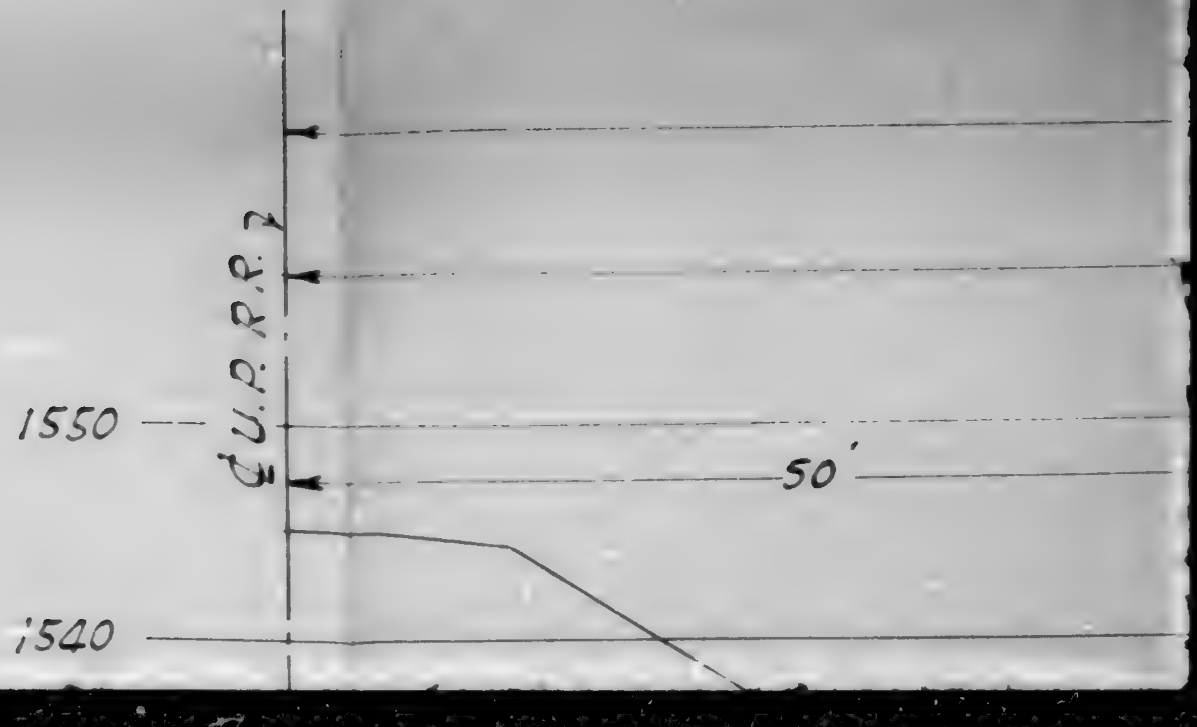
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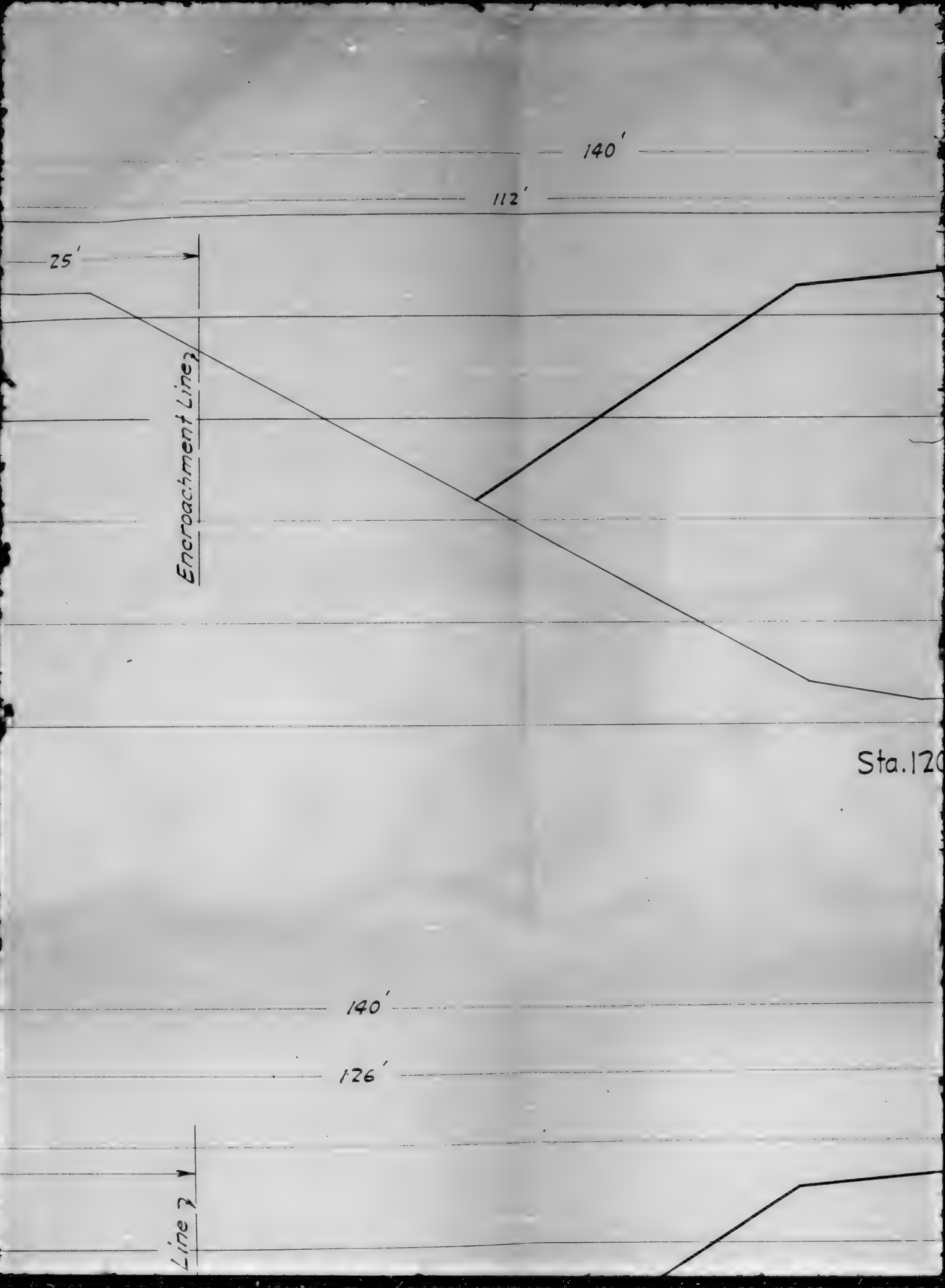
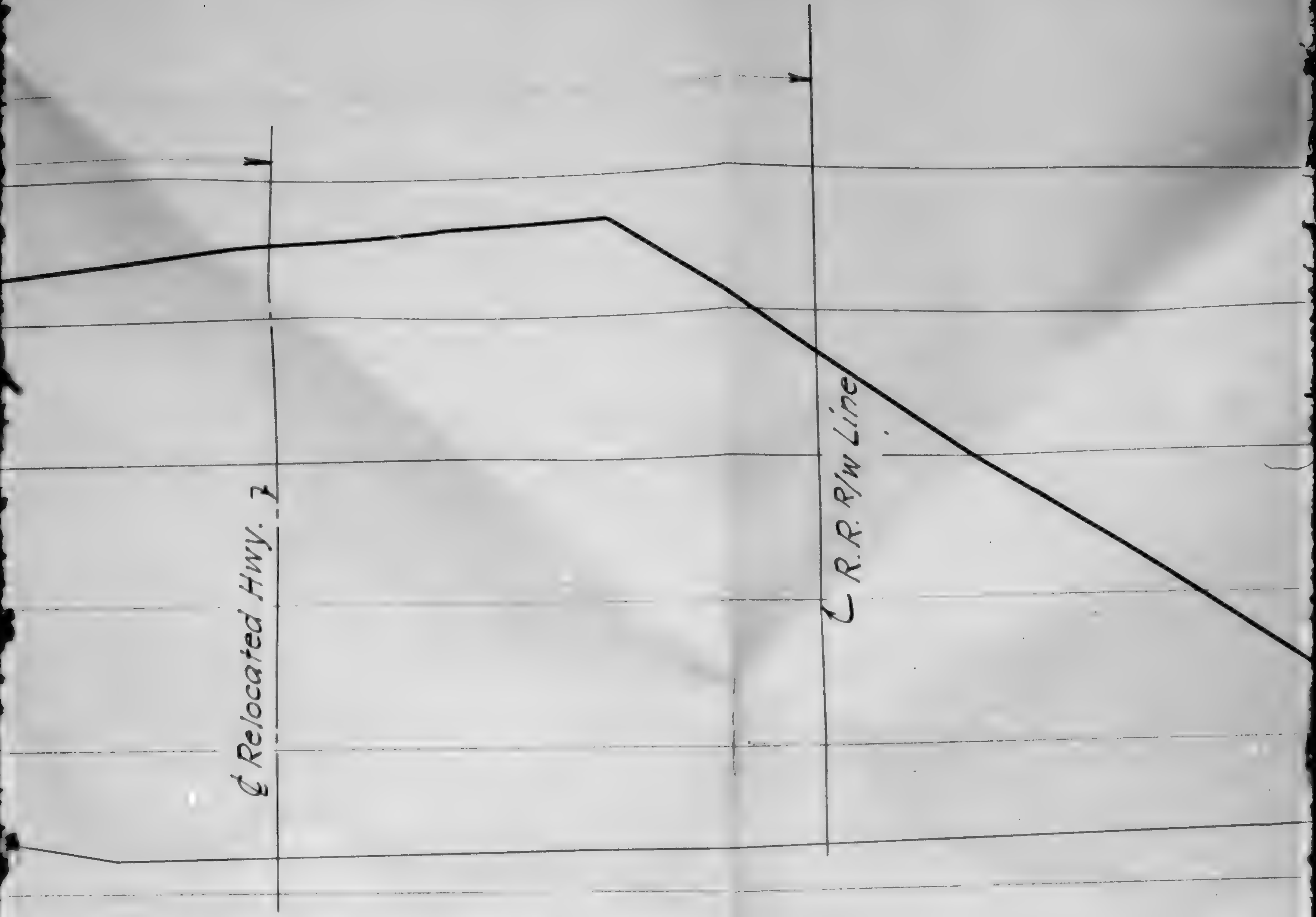
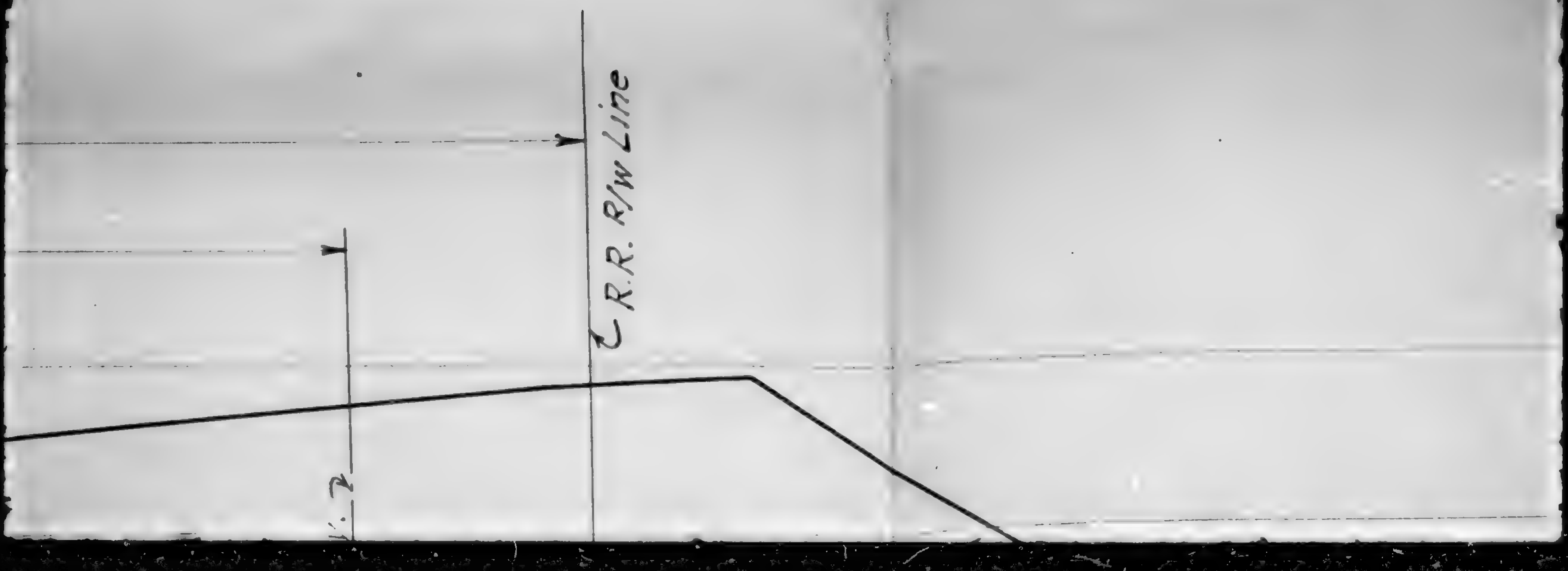
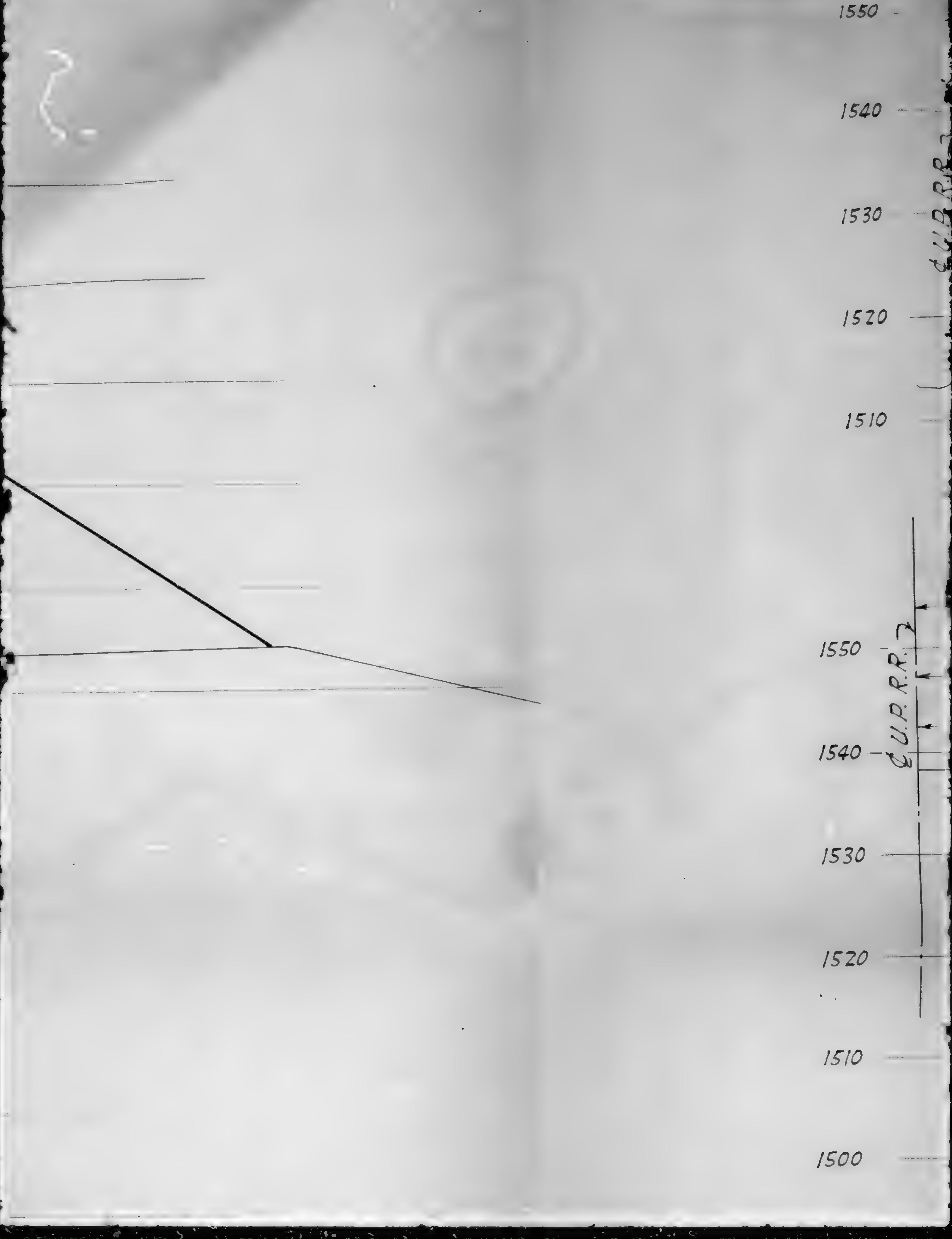
1550
50'
1540

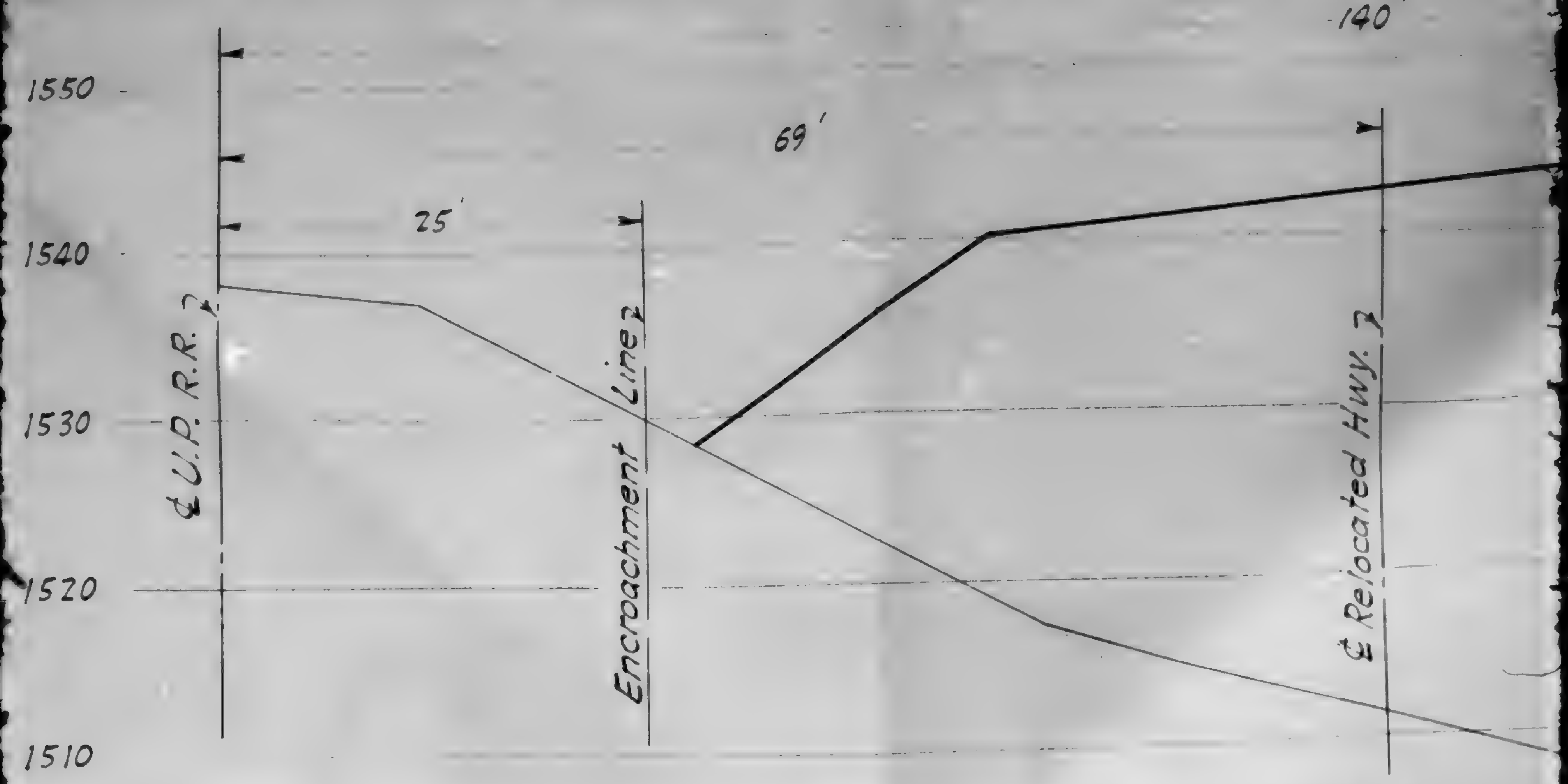

Encroachment Line
Sta.12
Line


℄ Relocated Hwy.
℄ R.R. R/W Line

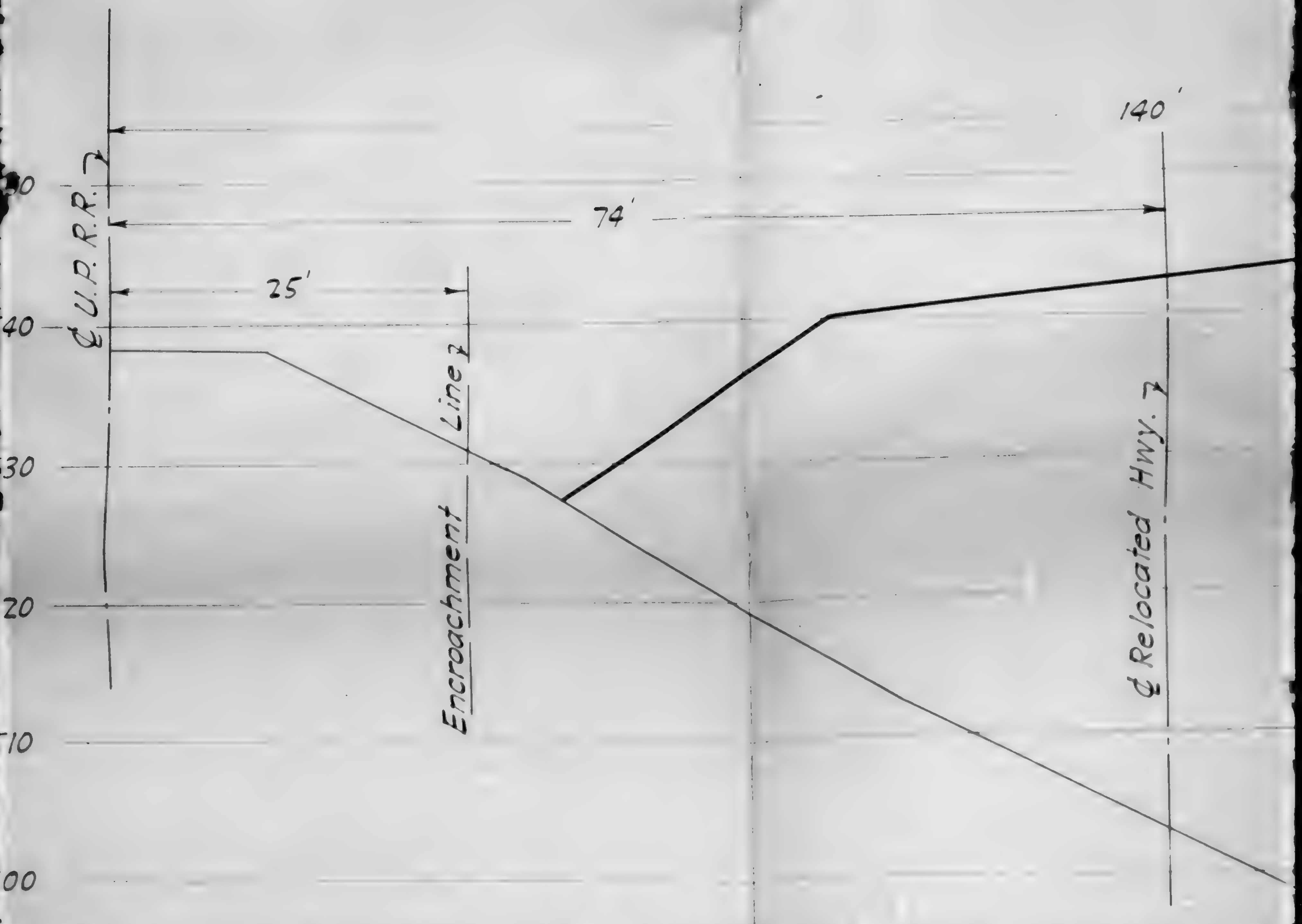
Sta. 1204+00 = R.R. 132+12 ±

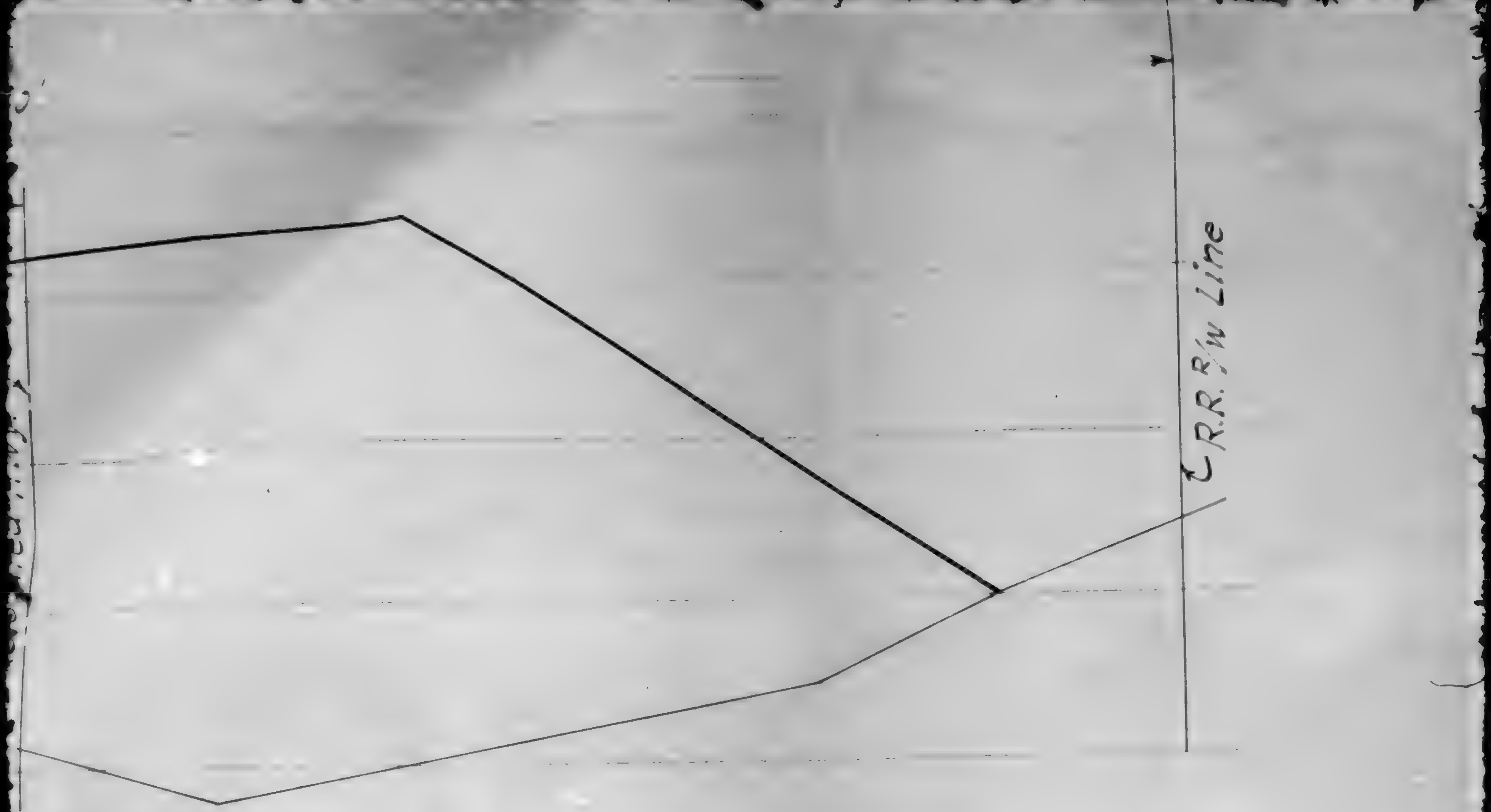



1550
1540
1530
℄ U.P.R.R.
1520
1510
1550
℄ U.P.R.R.
1540
1530
1520
1510
1500

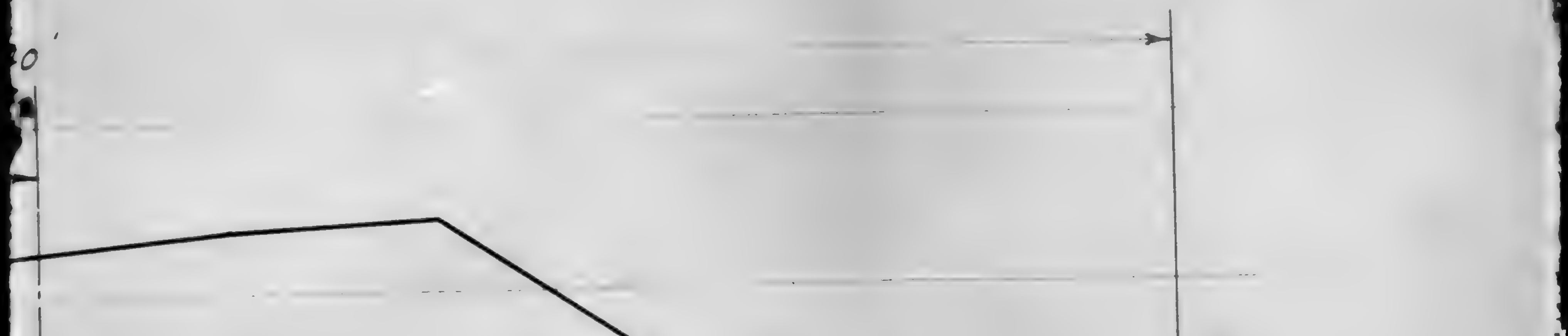

140'
1550
69'
25'
1540
1530
1520
1510
℄ U.P. R.R.
Encroachment Line
℄ Relocated Hwy.

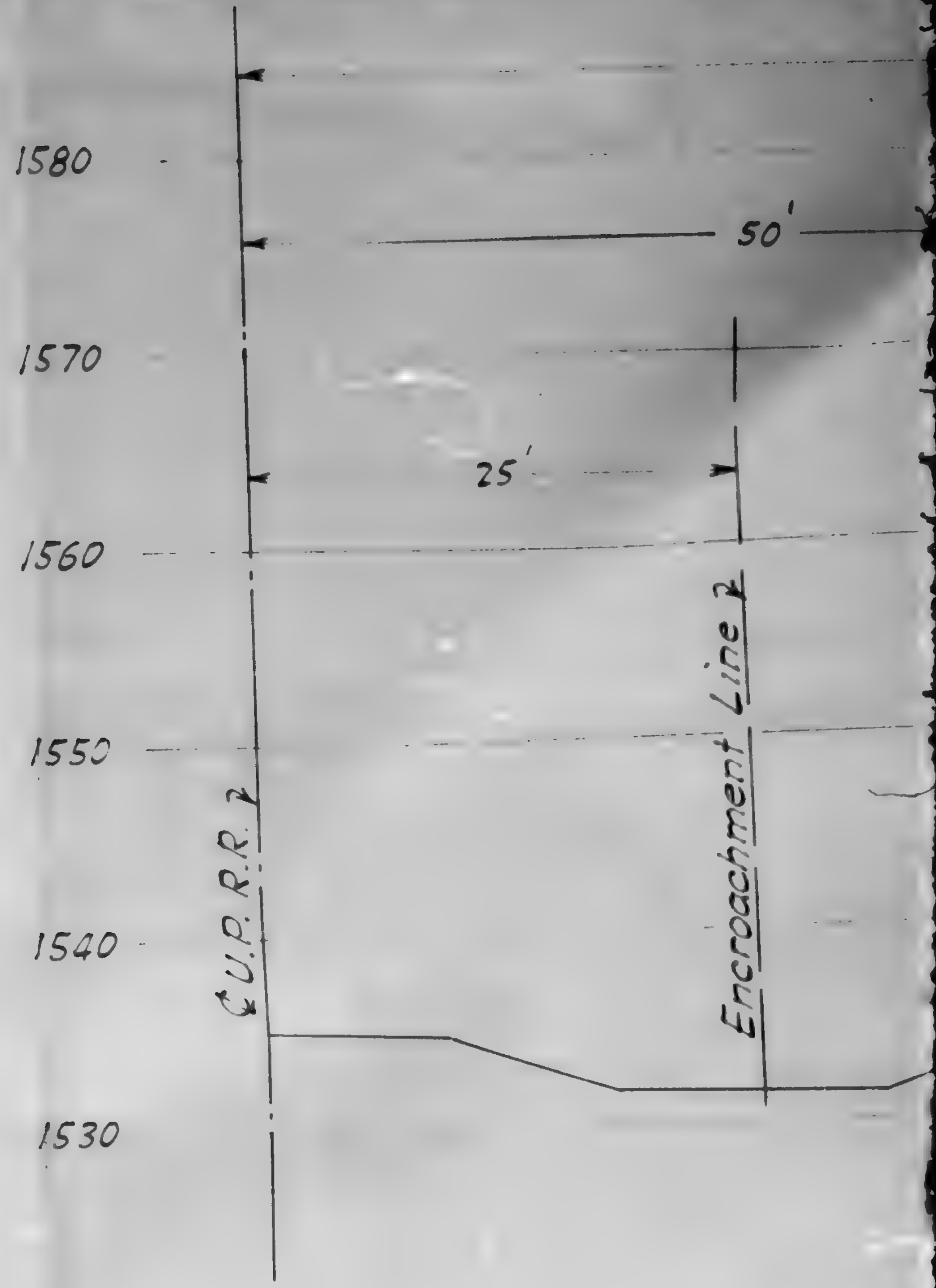
Sta.1207+00 - R.R.12

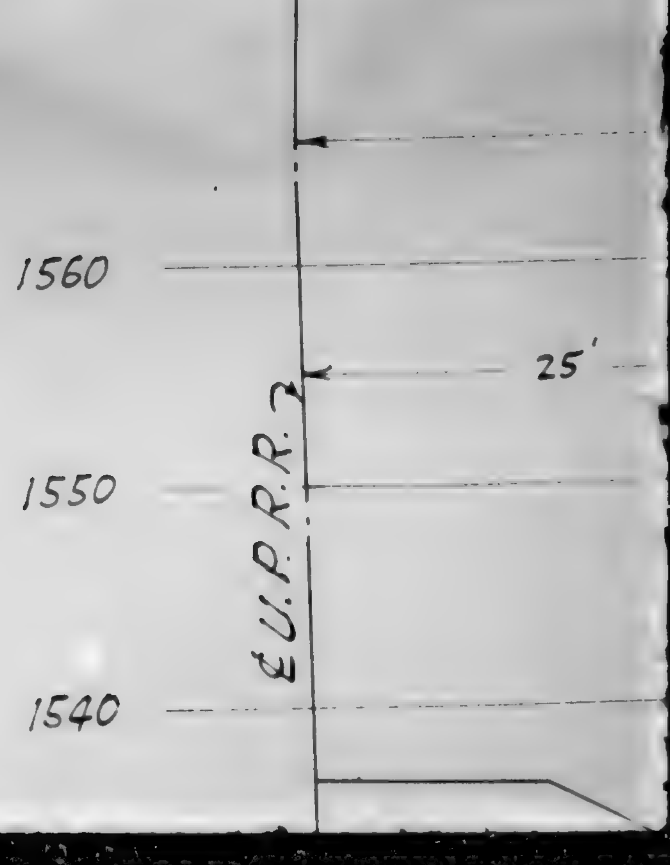

140'
74'
25'
40
30
20
10
00
℄ U.P. R.R.
Encroachment Line
℄ Relocated Hwy.

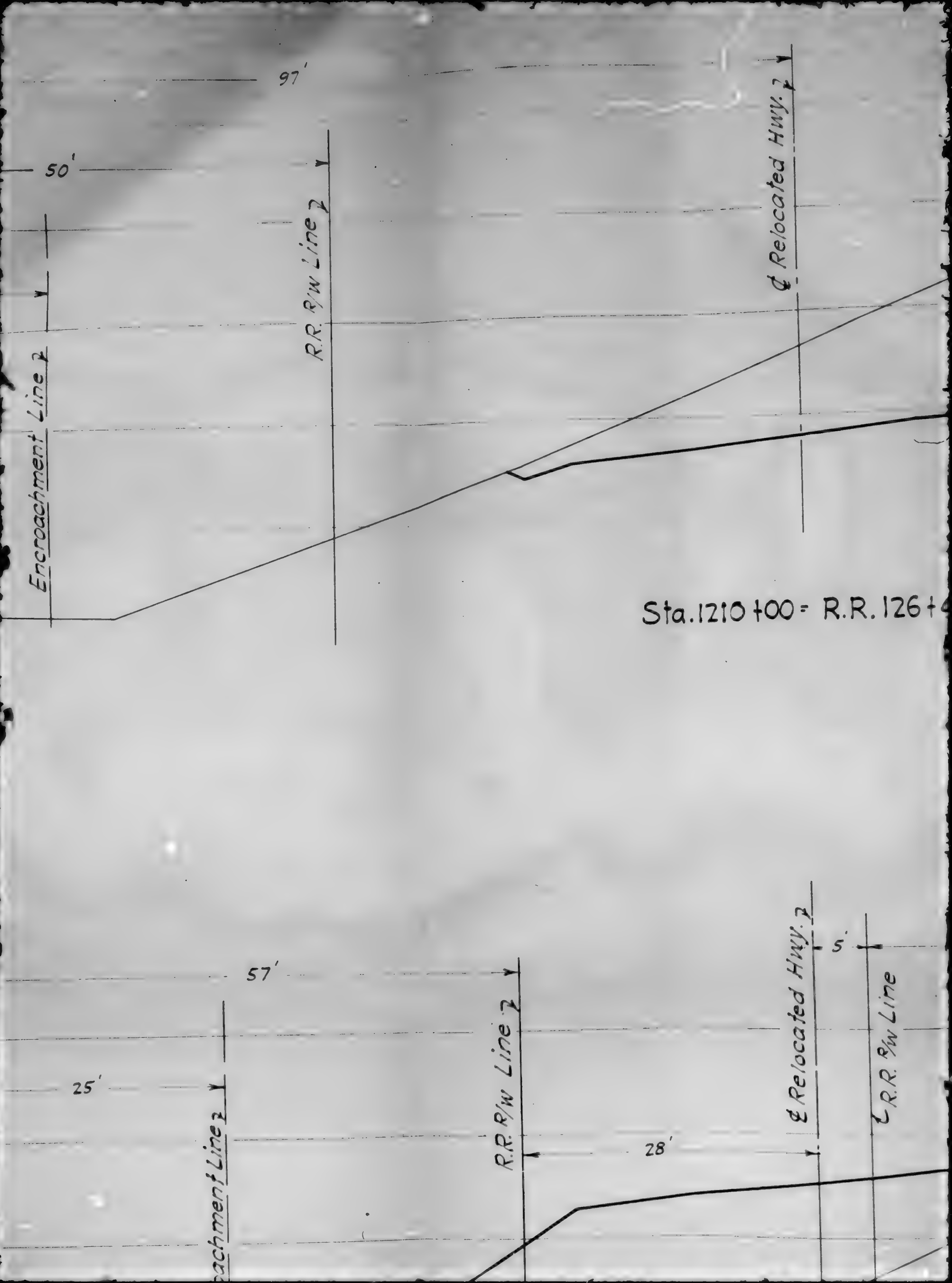

℄ R.R. R/W Line
℄ Relocated Hwy.

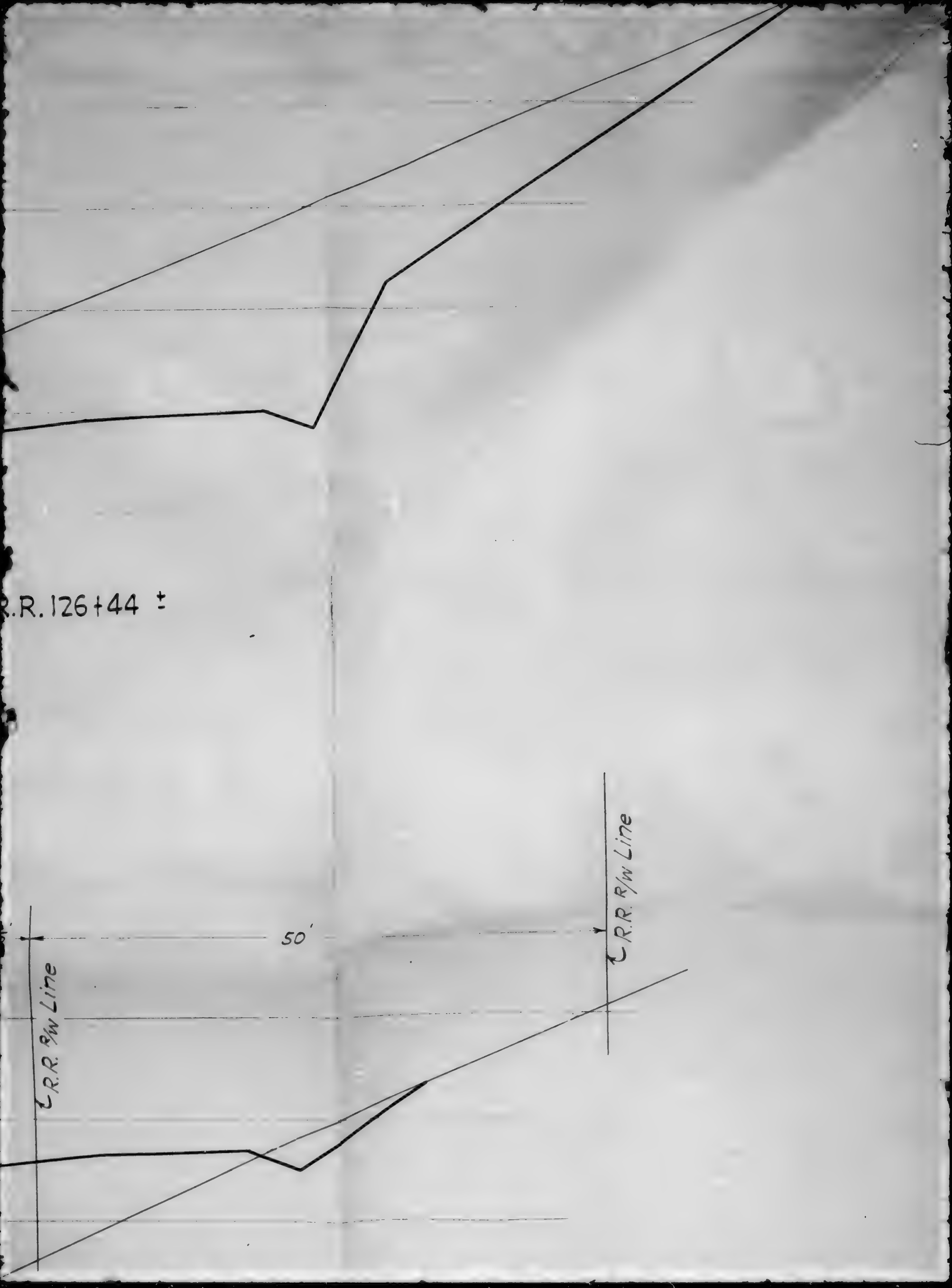
R.R. 129+25±


℄ R.R. R/W Line
℄ Relocated Hwy.

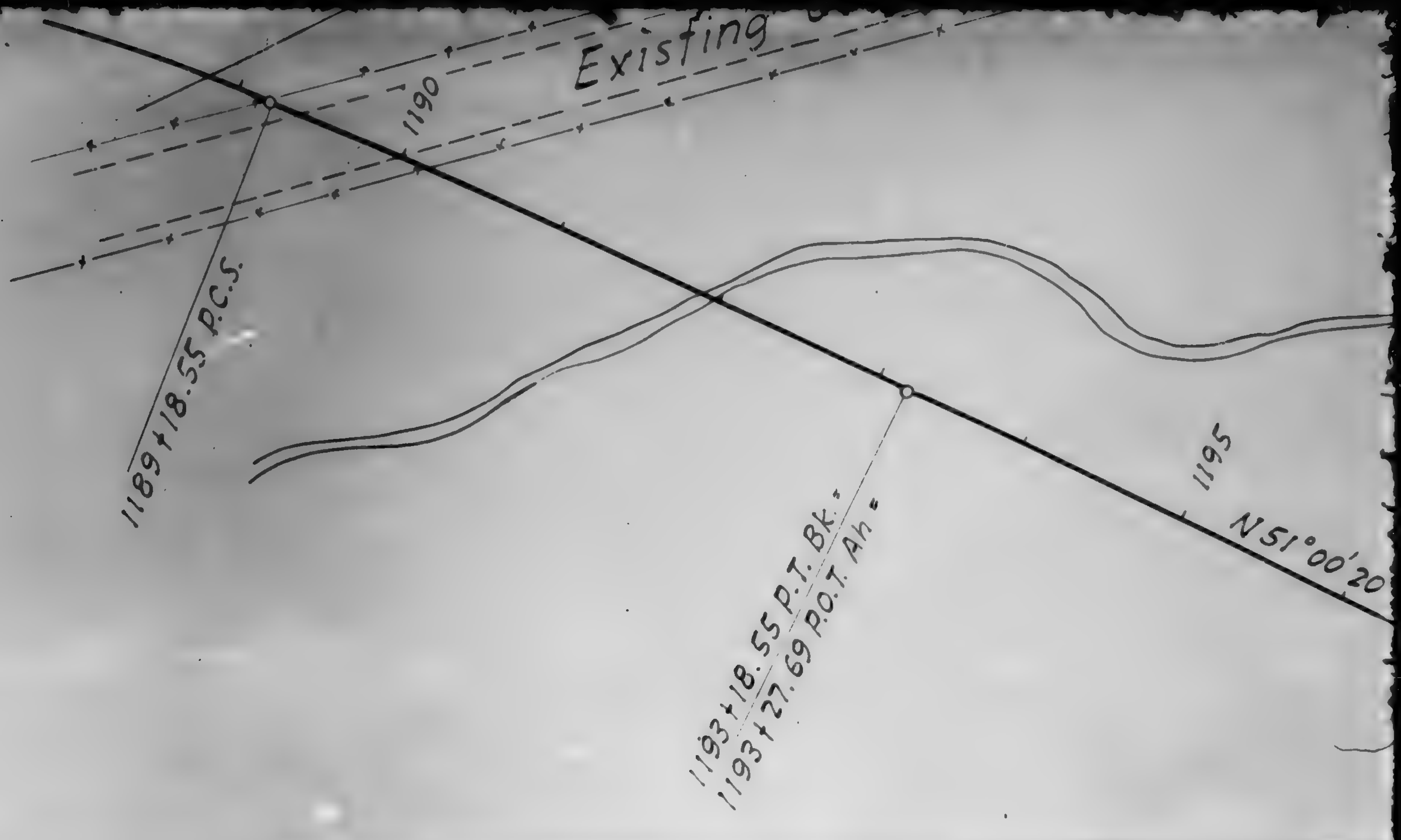

1580
50'
1570
25'
1560
Encroachment Line
1550
℄ U.P.R.R.
1540
1530


1560
25'
℄ U.P.R.R.
1550
1540


97'
50'
Encroachment Line
R.R. R/W Line
℄ Relocated Hwy.
Sta.1210+00= R.R. 126+
57'
25'
achment Line
R.R. R/W Line
℄ Relocated Hwy.
5'
R.R. R/W Line
28'


R.R. 126+44 ±
50'
℄ R.R. R/W Line
℄ R.R. R/W Line

R.R. R/w Line


Existing
1190
1189+18.55 P.C.S.
1193+18.55 P.T. Bk.=
1193+27.69 P.O.T. Ah.=
1195
N51°00'20

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON U.P. R.R. CO.

OREGON-WASHINGTON HIGHWAY

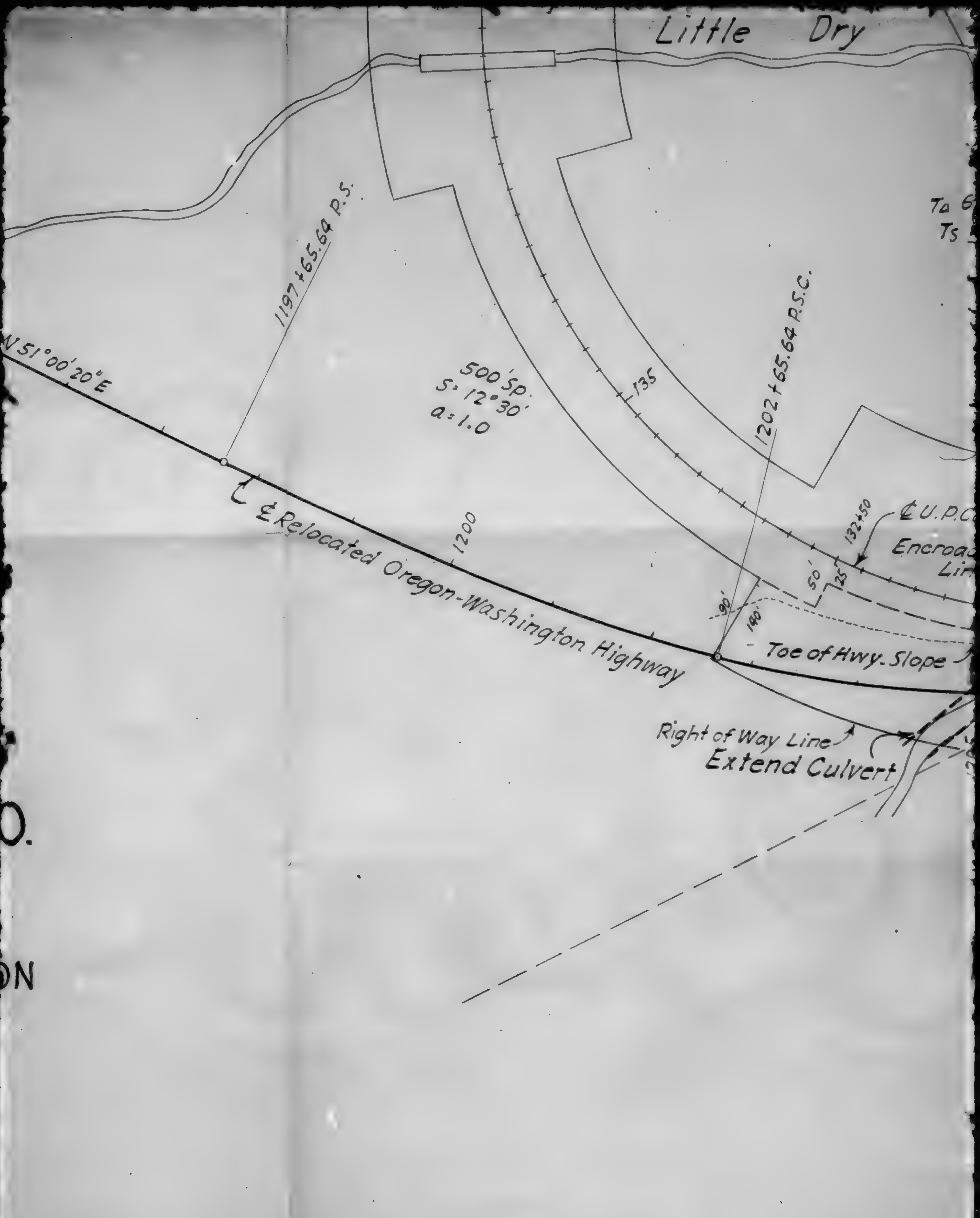
N.UNIT, WESTON-MILTON-FREEWATER SECTION

Umatilla County

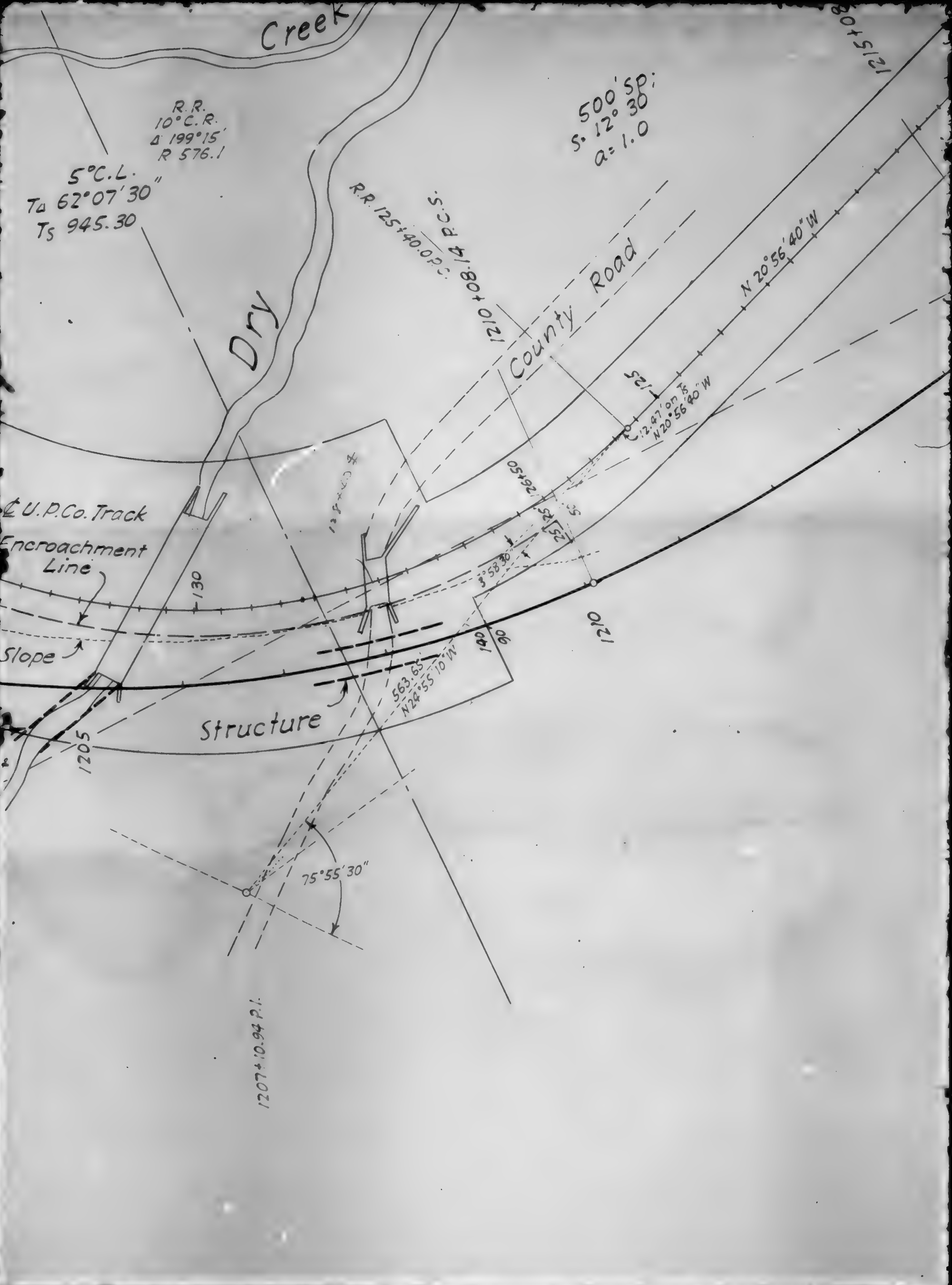
Scale: 1" = 100'

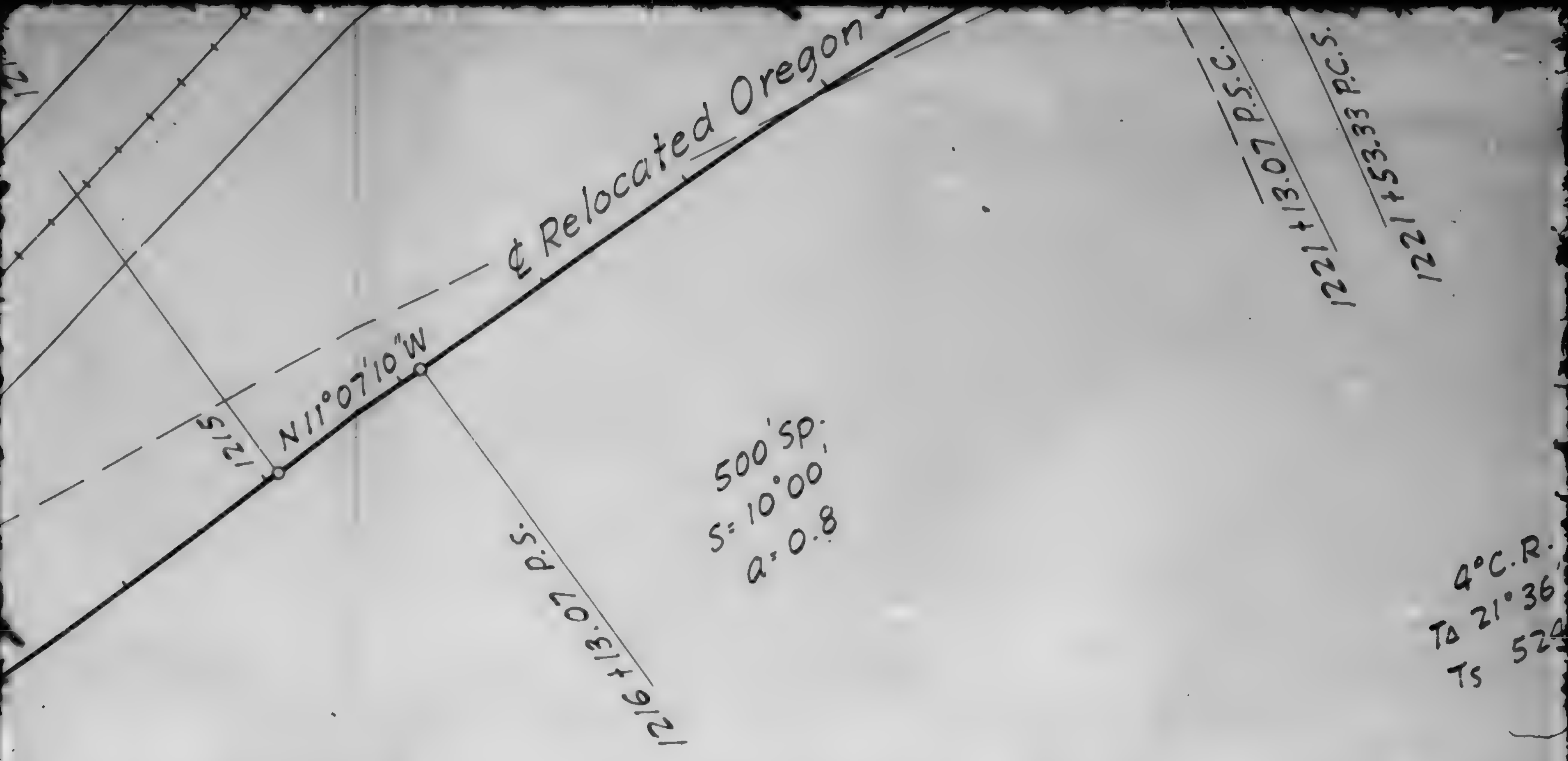
Nov., 1958

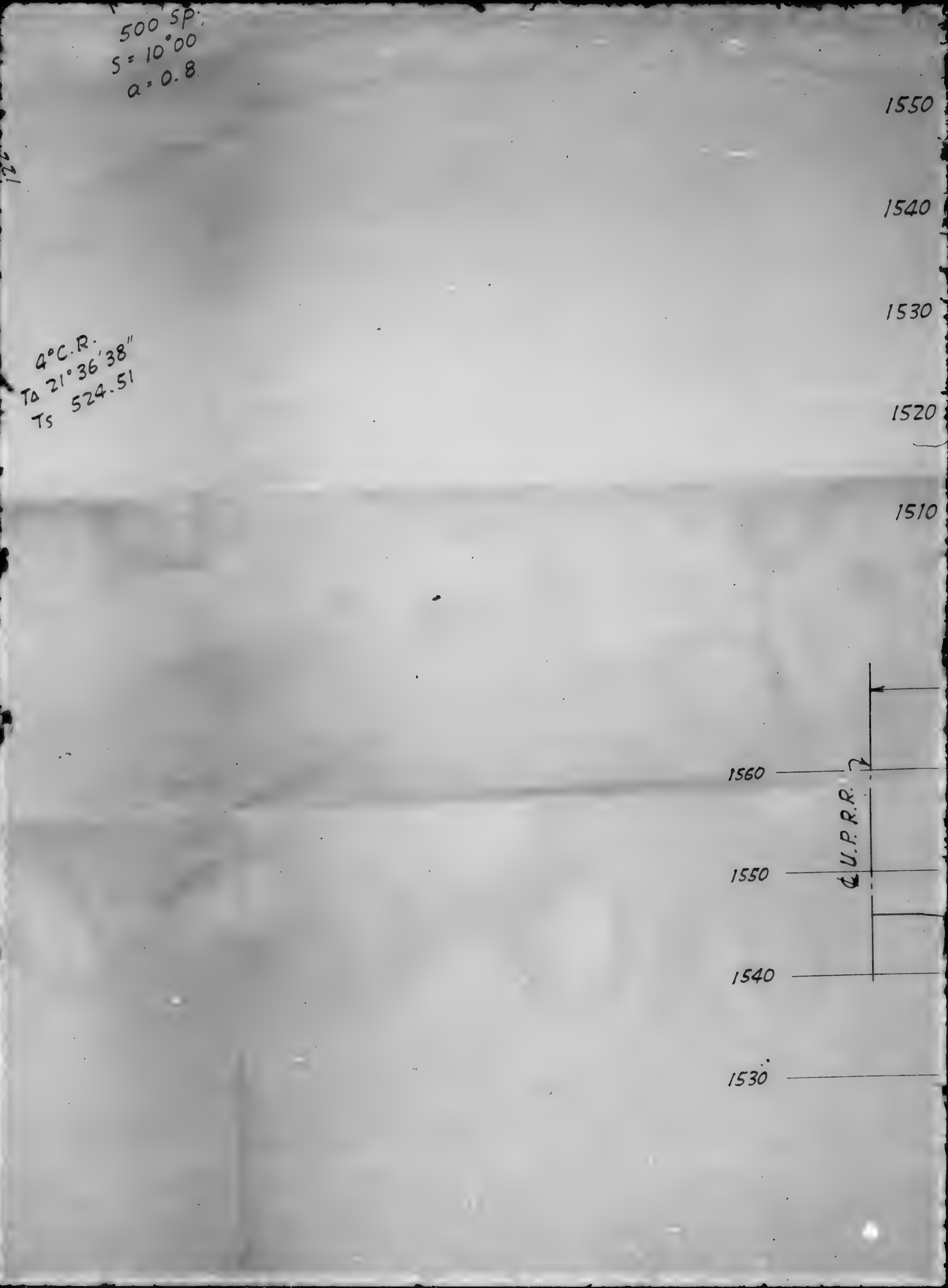
DRG. NO. 8B-12-7

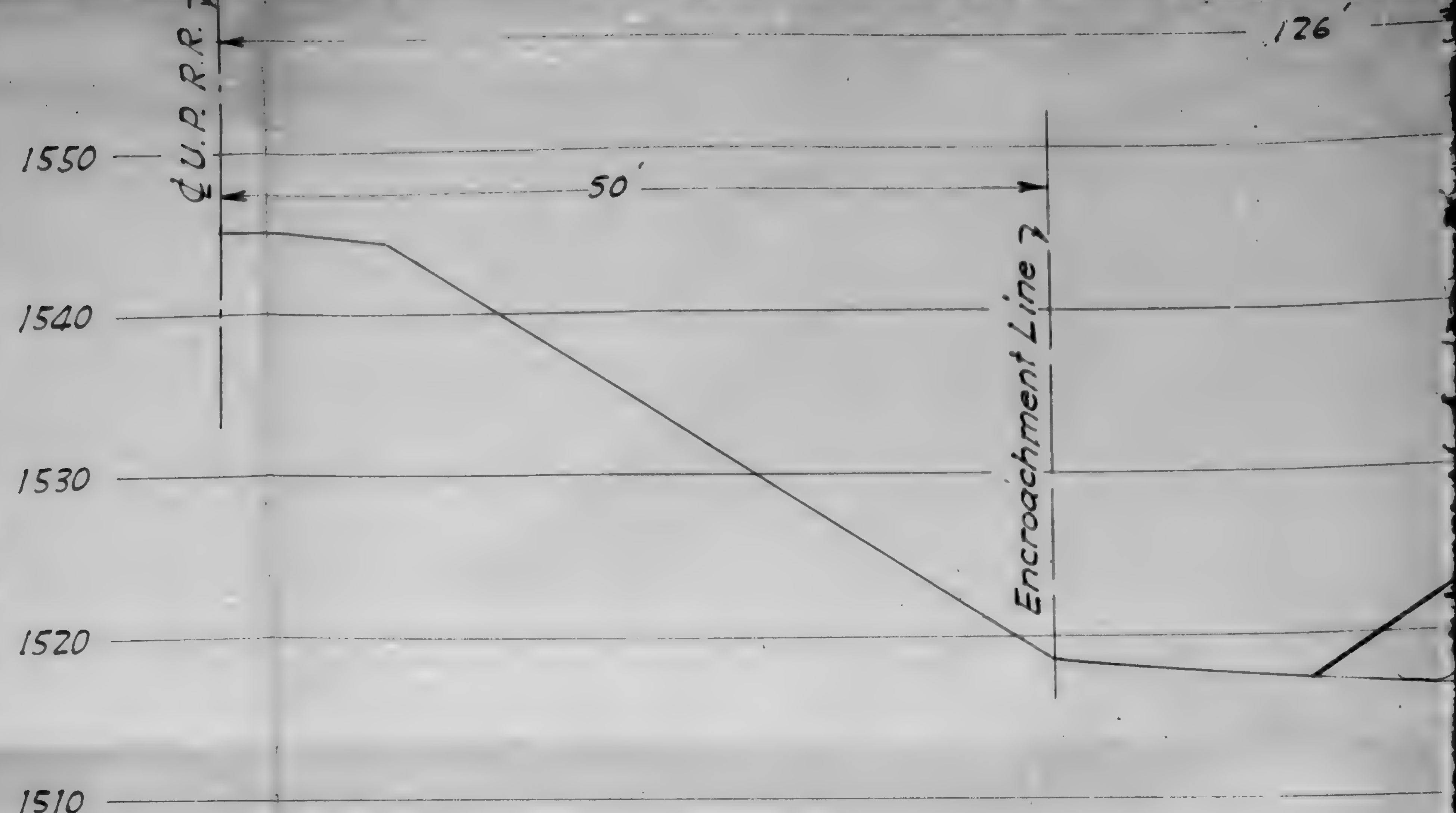


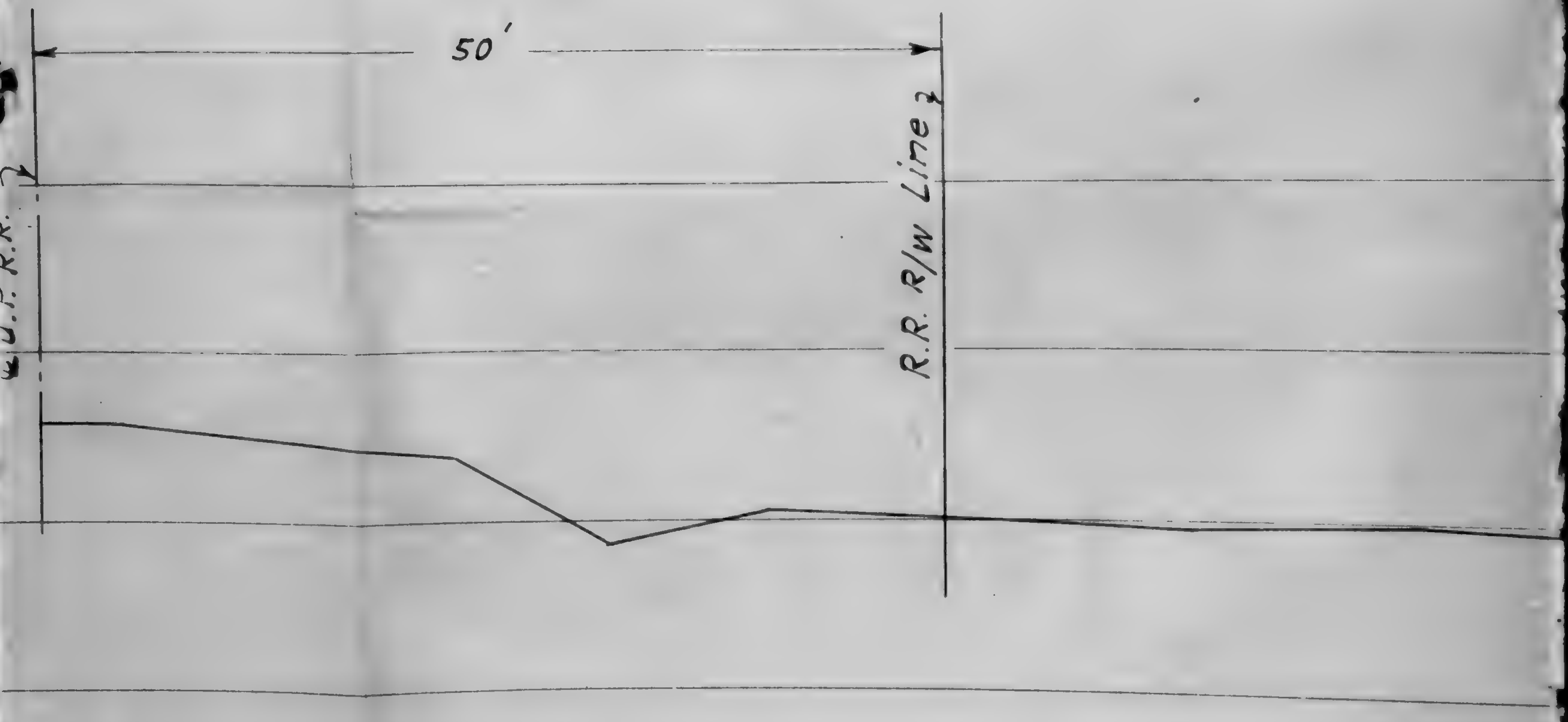
Little Dry
1197+65.64 P.S.
1202+65.64 P.S.C.
N 51°00'20"E
500' Sp.
S=12°30'
a=1.0
135
132+50
℄ U.P.C
Encroac
Lin
Ta
Ts
1200
℄ Relocated Oregon-Washington Highway
90'
140'
50'
25'
Toe of Hwy. Slope
Right of Way Line
Extend Culvert
O.
ON

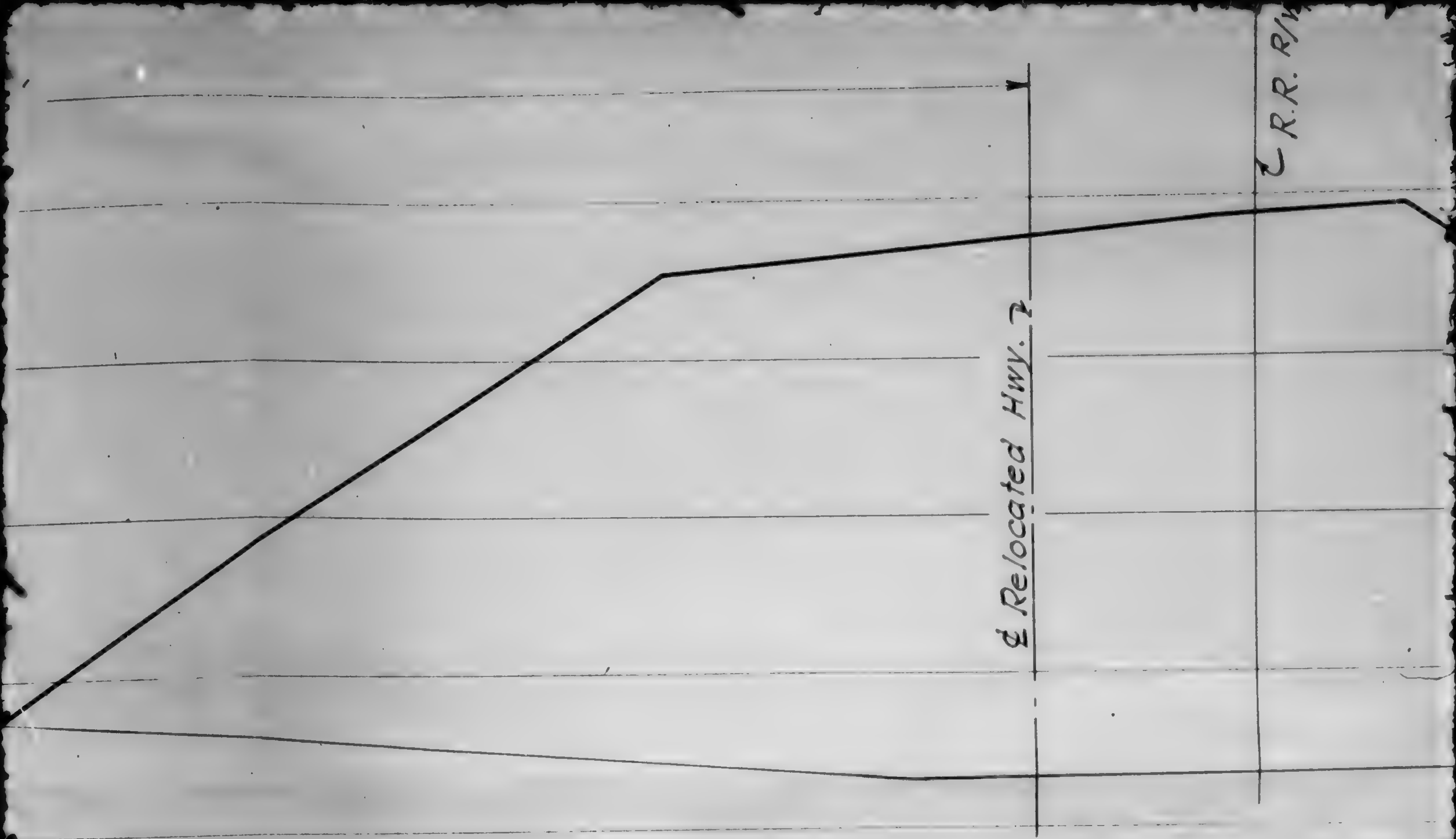

Creek
R.R.
10°C.R.
Δ 199°15'
R 576.1
5°C.L.
TΔ 62°07'30"
Ts 945.30
500' Sp.
S. 12° 30'
a = 1.0
1215+08
R.R. 125+40.0 P.C.
1210+08.14 P.C.S.
Dry
County Road
N 20°56'40" W
125
12.47' on Ts
N 20°56'40" W
26+50
25+25
25
3°58'30"
℄ U.P.Co. Track
Encroachment Line
130
Slope
1205
140
90
1210
563.65
N 24°55'10" W
Structure
75°55'30"
1207+10.94 P.I.


℄ Relocated Oregon
N 11°07'10"W
1215
1216+13.07 P.S.
500' Sp.
S=10°00'
a=0.8
1221+13.07 P.S.C.
1221+53.33 P.C.S.
4°C.R.
TΔ 21°36'
Ts 52

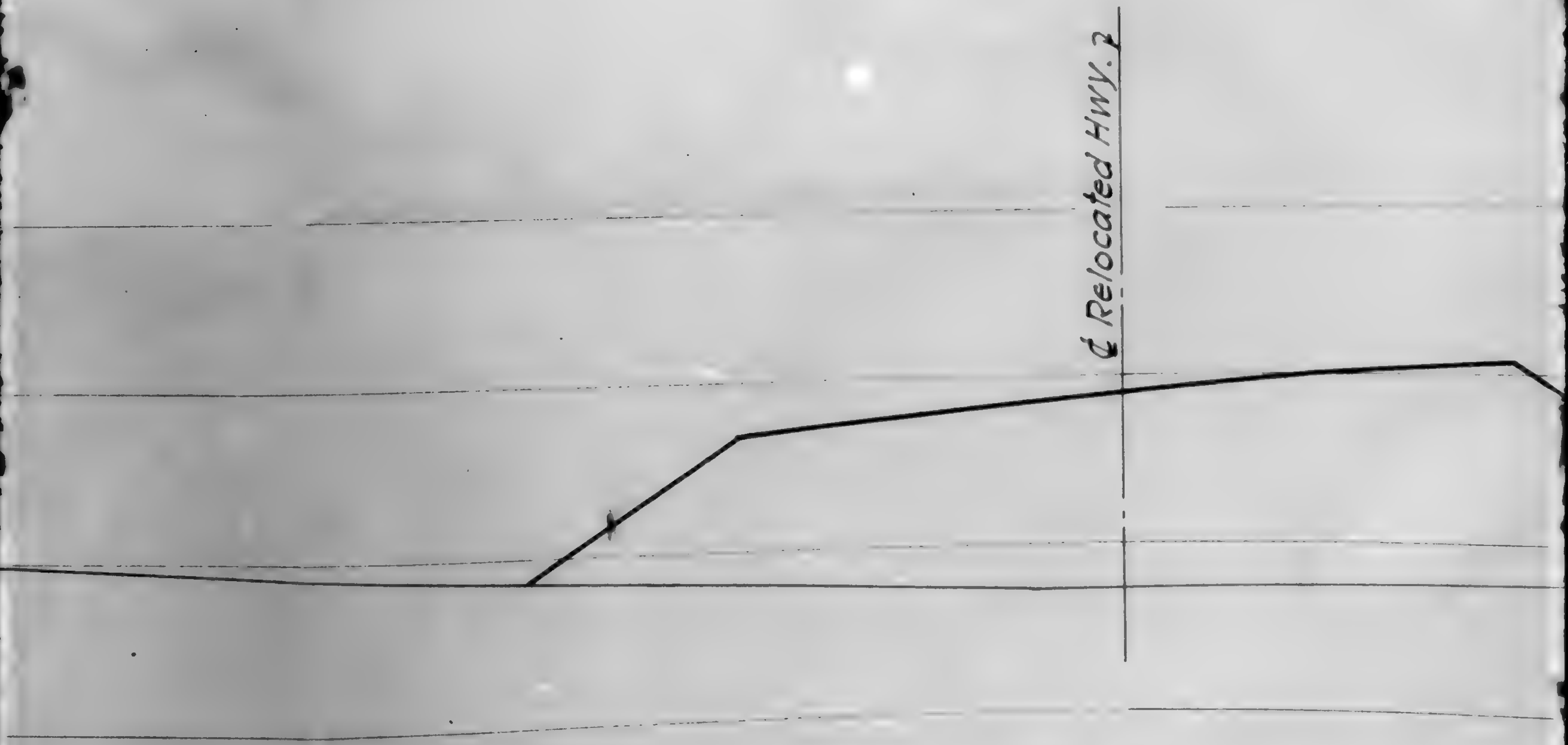

500 SP.
S = 10°00
a = 0.8
1550
1540
1530
4°C.R.
TΔ 21°36'38"
Ts 524.51
1520
1510
122
1560
℄ U.P.R.R.
1550
1540
1530


126'
℄ U.P.R.R.
1550
50'
1540
Encroachment Line
1530
1520
1510

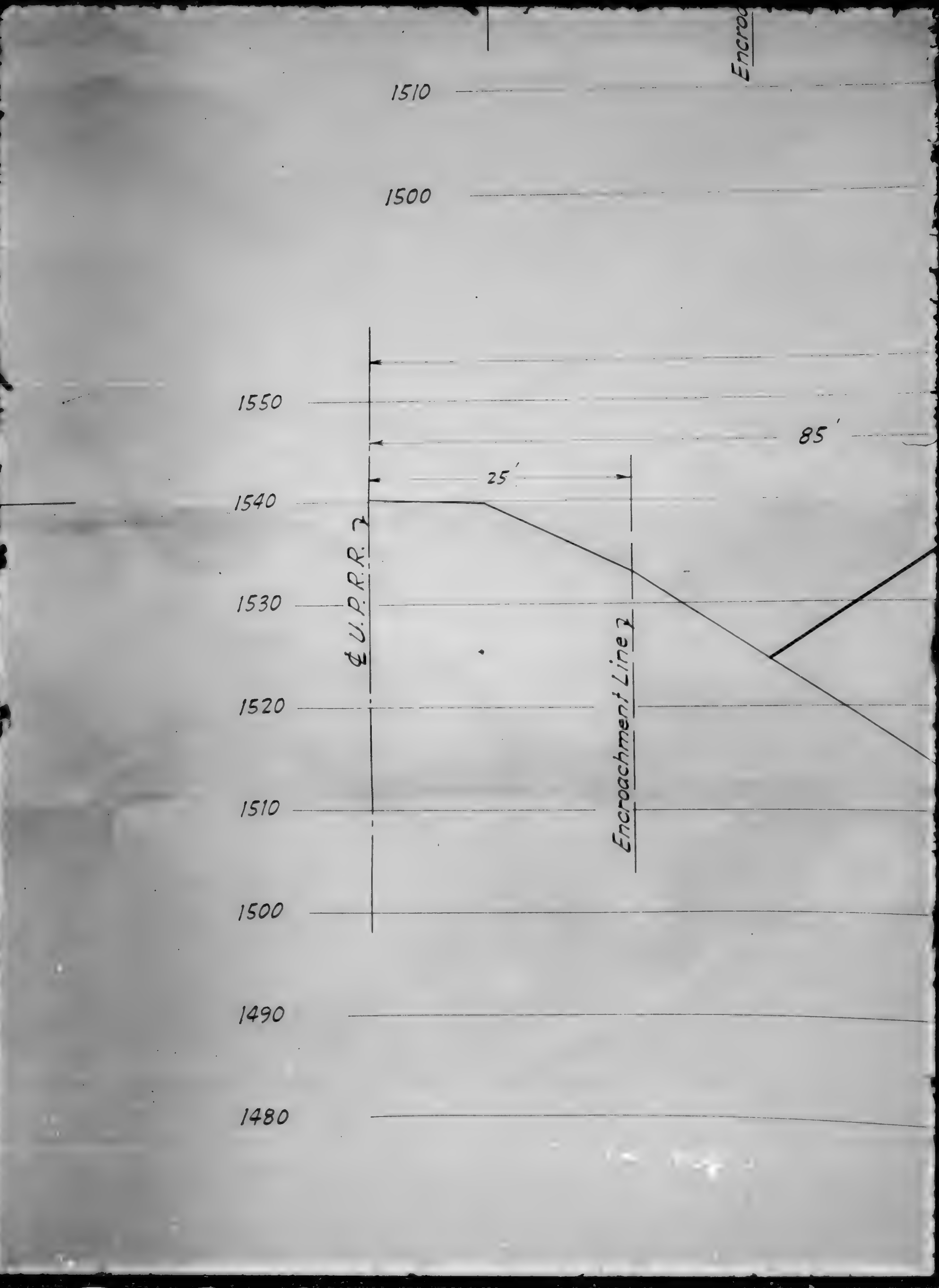

50'
℄ U.P.R.R.
R.R. R/W Line

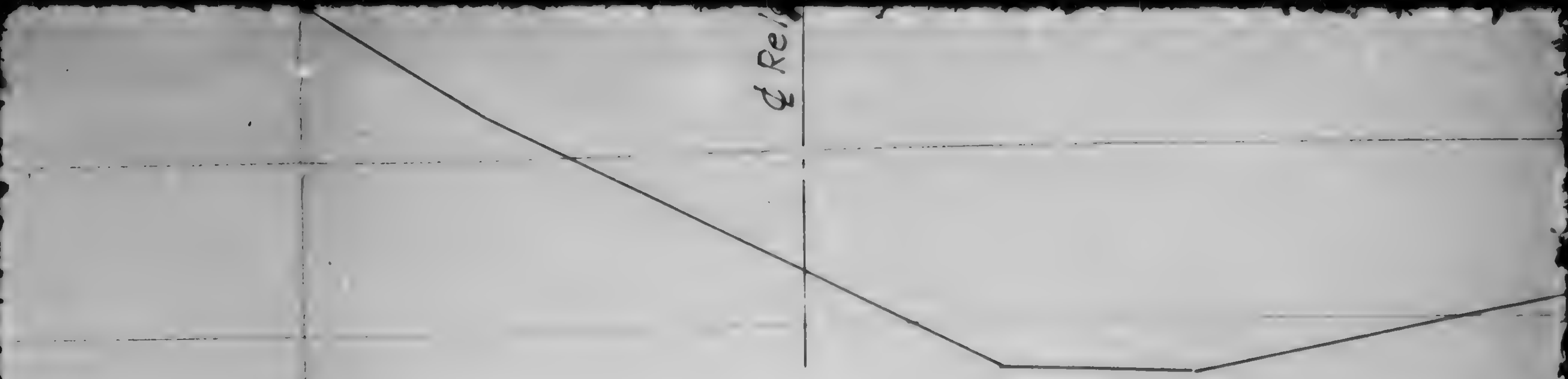

℄ R.R. R/
℄ Relocated Hwy. 2

Sta. 1203+00 = R.R. 133+05 ±

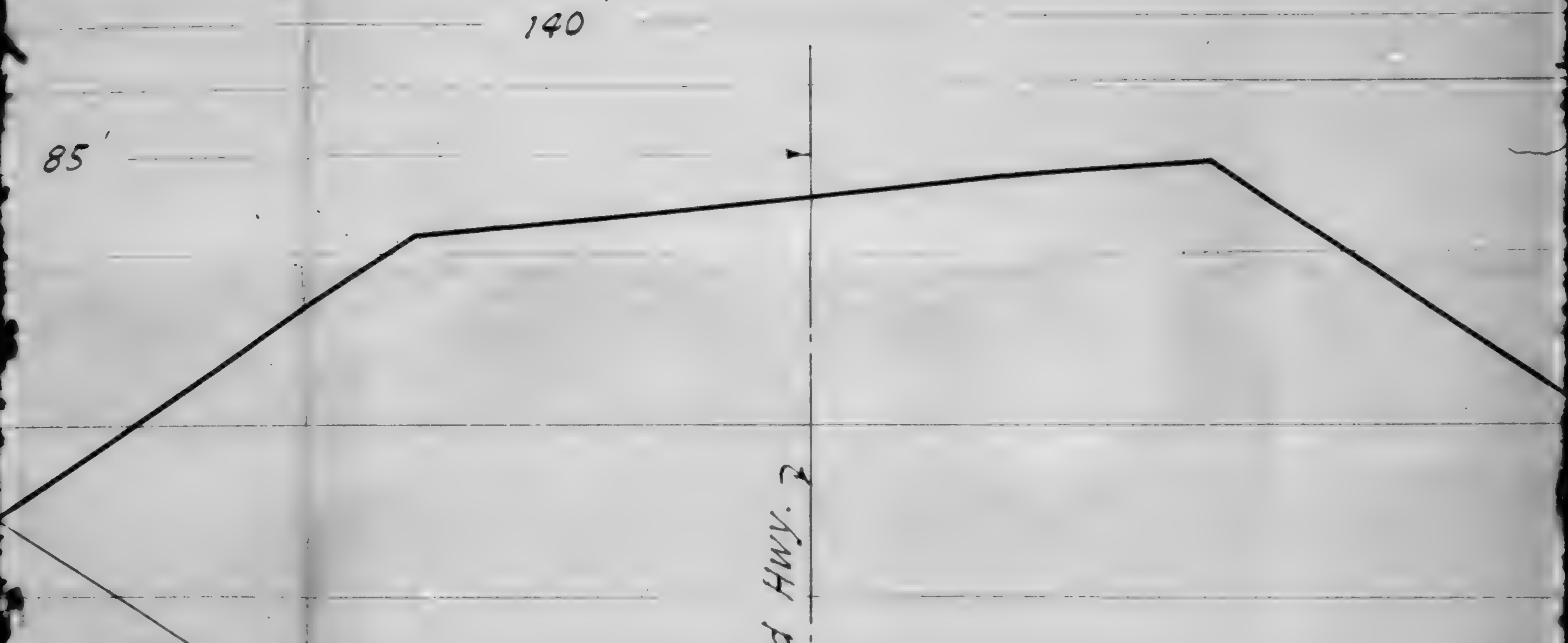

℄ Relocated Hwy. 2

Sta. 1202+50 = RR 133+52 ±

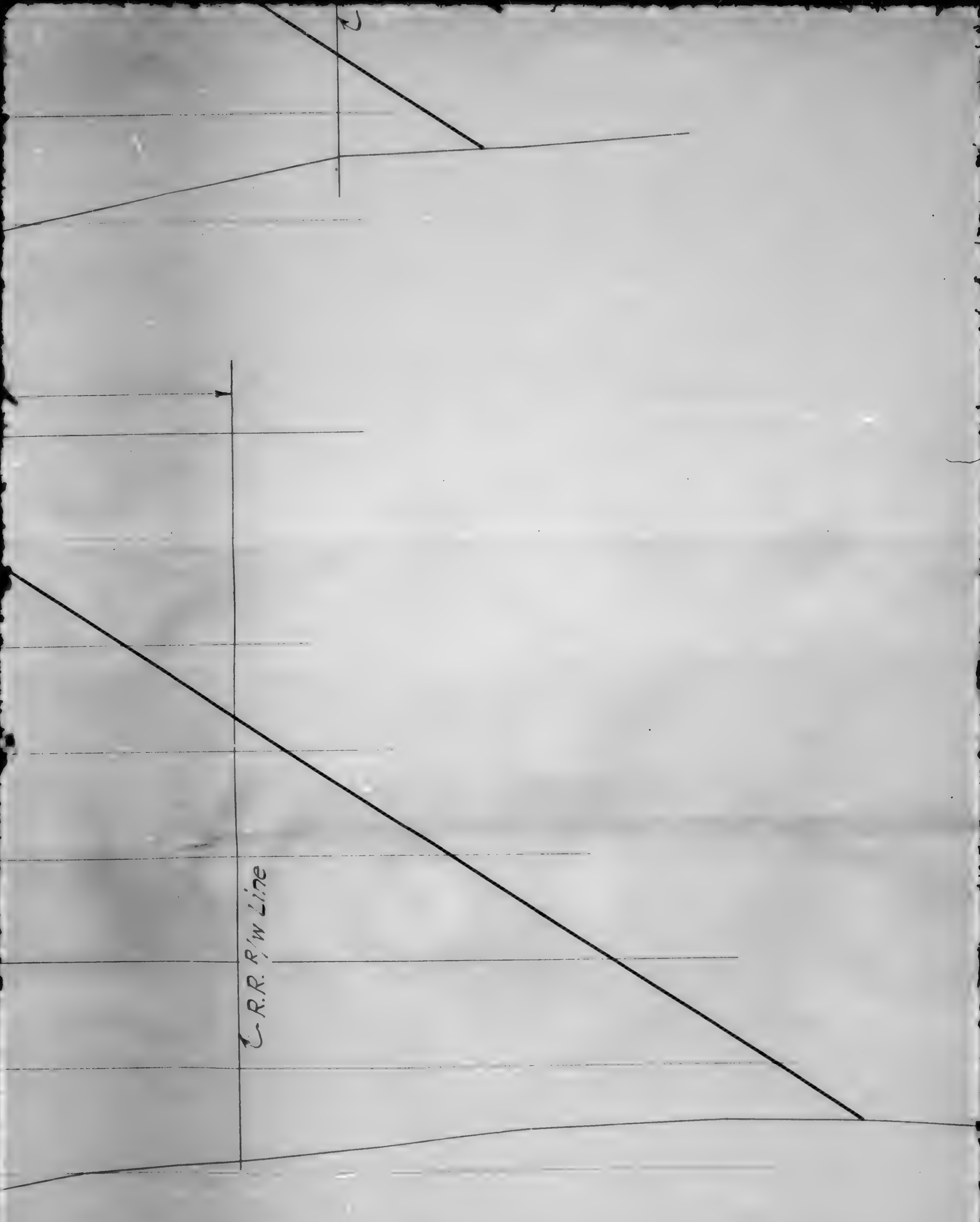

Encroa
1510
1500
1550
85'
25'
1540
1530
℄ U.P.R.R.
Encroachment Line
1520
1510
1500
1490
1480

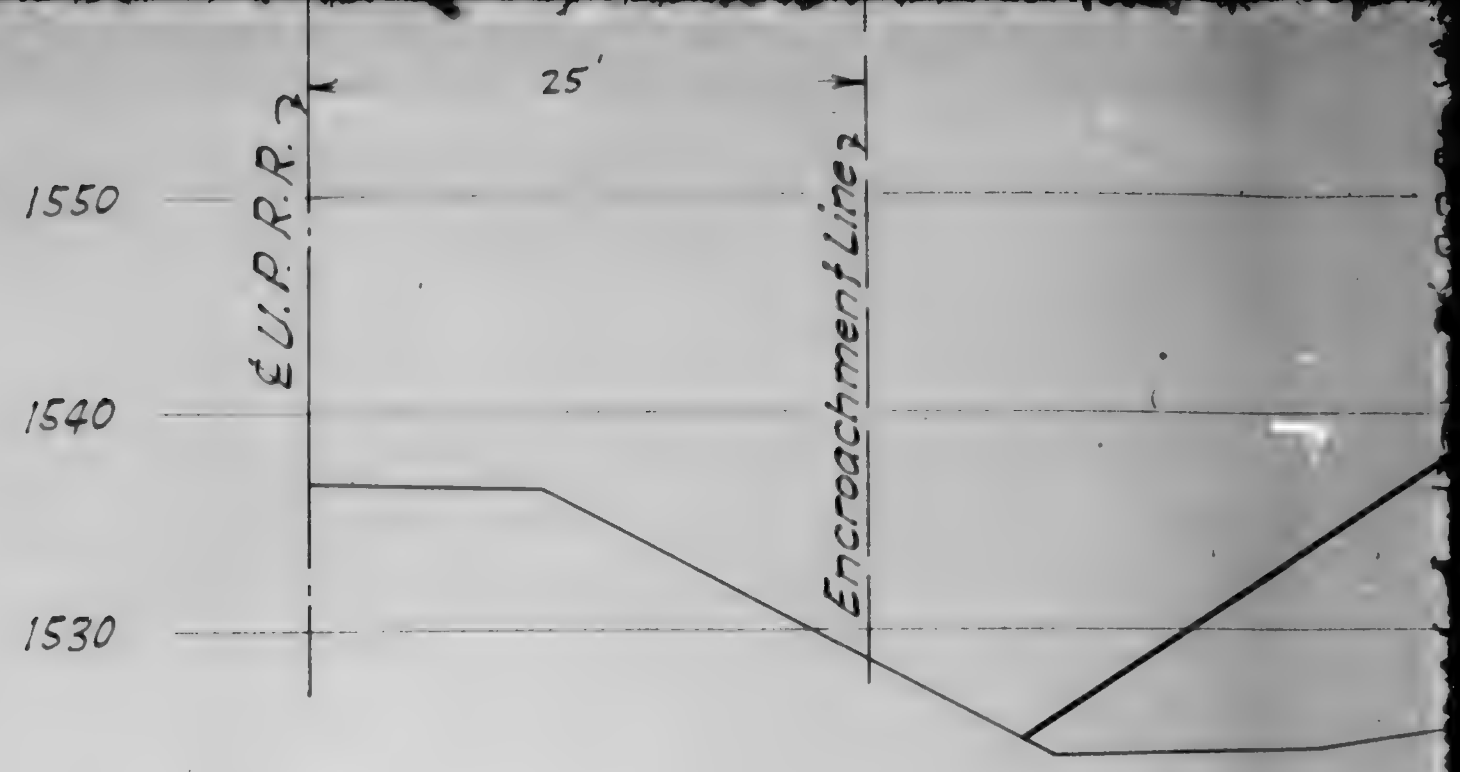


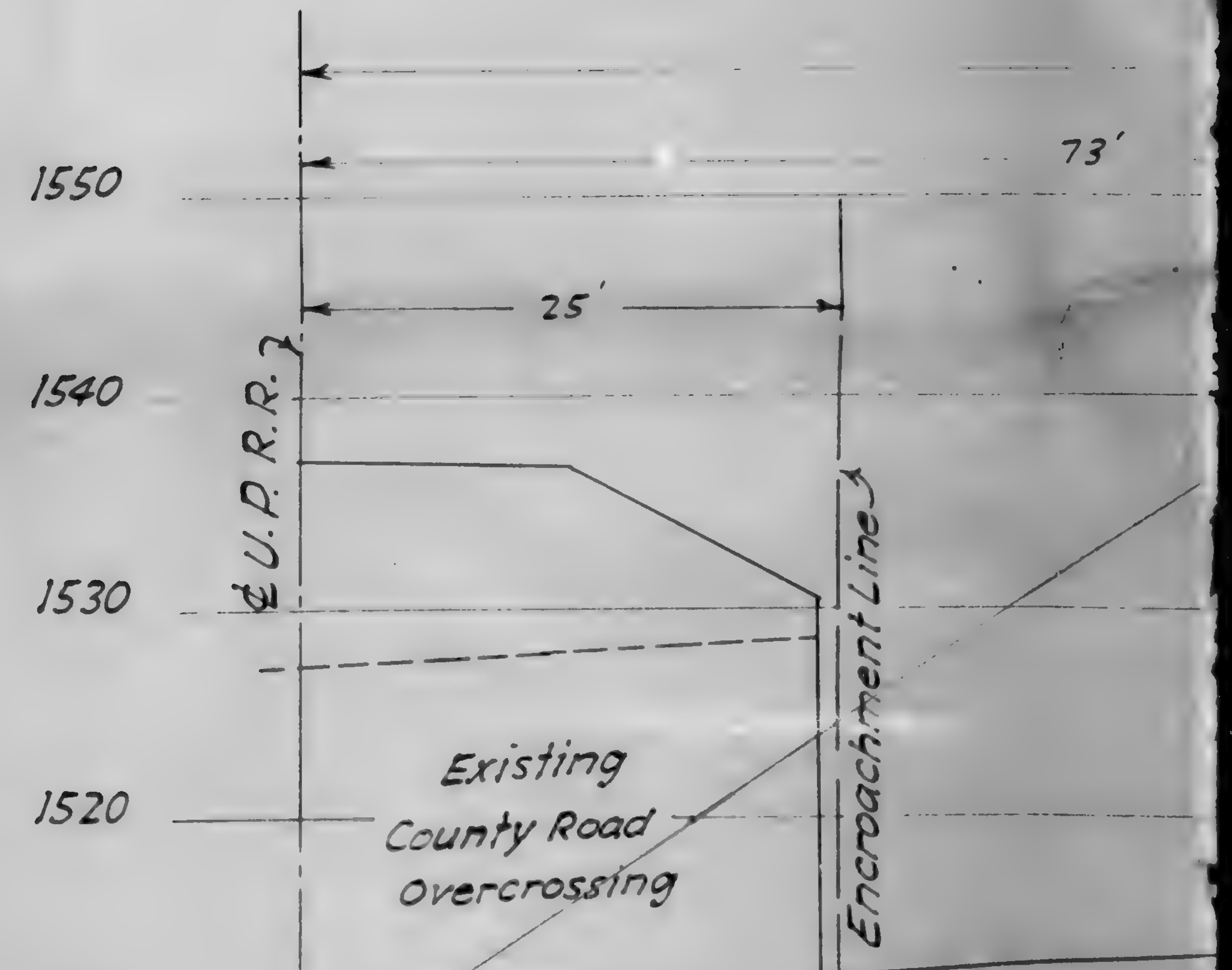
Sta.1206+00 = R.R.130+16±

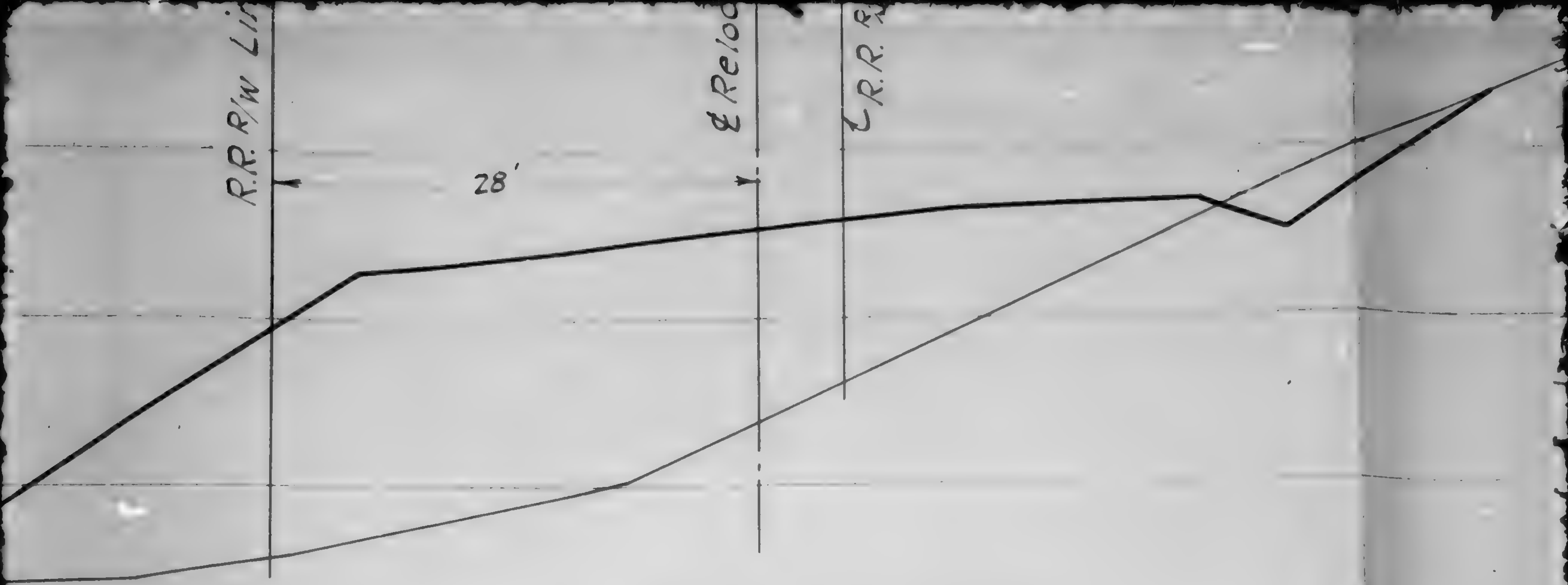

140'
85'
℄ Relocated Hwy.

Sta.1205+00 = R.R. 131+10±

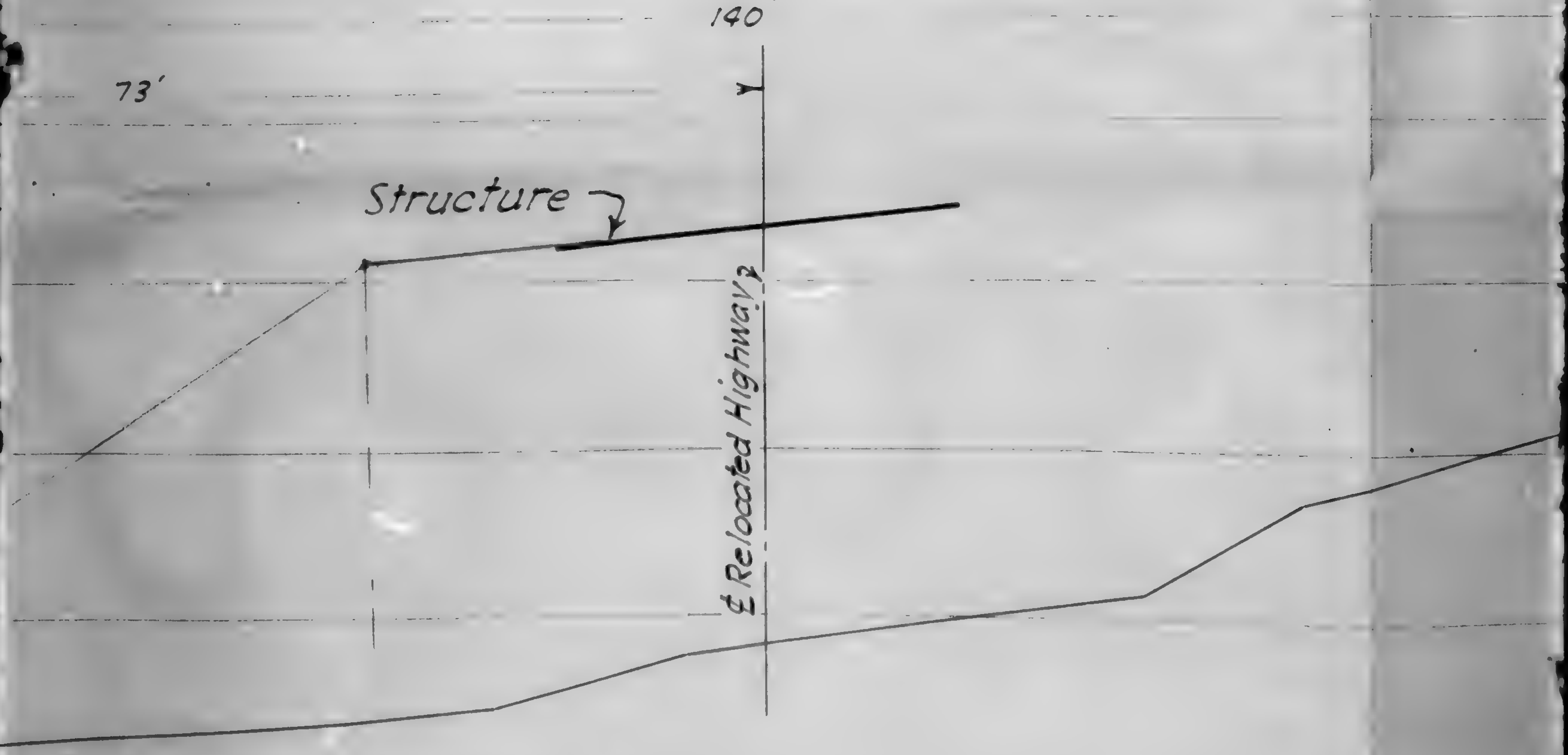

℄
℄ R.R. R/W Line


25'
℄ U.P.R.R.
Encroachment Line
1550
1540
1530

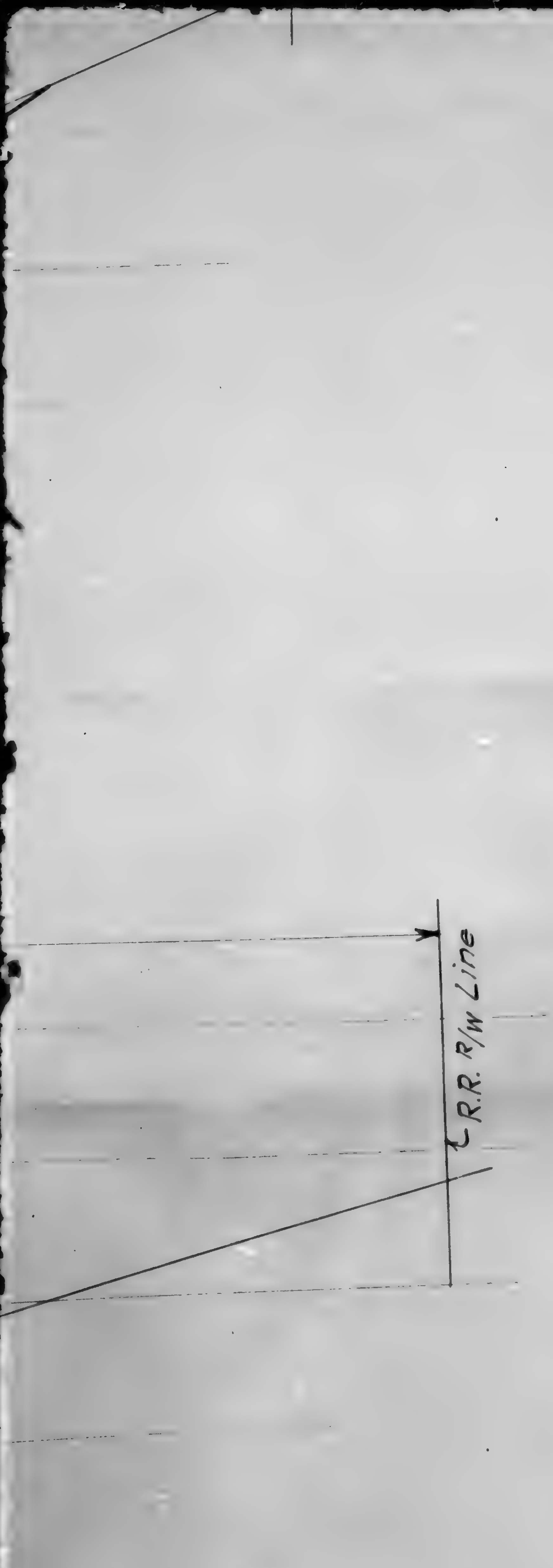

73'
1550
25'
℄ U.P.R.R.
1540
Encroachment Line
1530
Existing
County Road
Overcrossing
1520
1510


R.R. R/W Lin
28'
℄ Reloc
R.R. R

Sta. 1209+00 = R.R. 127+39 ±


140'
73'
Structure
℄ Relocated Highway

Sta. 1208+00 = R.R. 129+28 ±


℄ R.R. R/W Line

I-5-4(25) McKenzie R.-Willamette R. 1959
193 Sec. of reloc. Pacific Hwy.
#5496 (Grad.) Folder # 1

C90 2072
3-12-59

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NOV 23 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-4(25)193

5476

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 13, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Line Permit
Pacific Interstate Hwy.
McKenzie River-Willamette R. Section
Project No. I-5-4(25)193

Dear Sir:

Attached hereto are four identical copies of a permit we propose to issue to the Eugene Water and Electric Board. The permit covers a 12 KV pole line crossing of the subject-named highway at Mile Post 106.465, Station 468+00.

The crossing is a new installation proposed by the utility company to provide additional service to expanding facilities in the area, and is to be constructed entirely at the utility company's expense.

We believe the provisions of the permit are in accordance with the policies governing utility installations on Interstate rights of way and recommend permission for the crossing be granted.

If the permit is satisfactory as prepared, please return one approved copy for our files.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: P. M. Stephenson
F. D. Morgan
D. J. Sage
Eugene Water and Electric Board

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[illegible]

NOTED
P. M. STEPHENSON

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[illegible] 1959
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When replying, refer to:
08-35.5

I-5-4(25)193
54%

408 State Highway Bldg.
Salem, Oregon

November 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: McKenzie R.-Willamette R. Section
Pacific Highway
Lane County
Project I-5-4(25)193, S-145(6)

Dear Sir:

Reference is made to your letter of November 4, 1959.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated May 18, 1959 and October 30, 1959, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work was granted as of May 21, 1959. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

Original
Porter

A

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NOV 4 1959
FOR FILING

I 5 4(25)193

5496

McKenzie River-Willamette River
Pacific Highway, Lane County
Contract No. 5496.
Project I-5-4(25)193

November 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with the adjusting transmission and distribution lines of the Pacific Power & Light Company on the subject project. /

This completes the agreement with the Company on this project. Approval of the agreement under the provisions of PPM 30-4 is requested.

Authorization to proceed with this work was approved as of May 21, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

M. L. Porter
Office Engineer

DBP:jb

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NOV 10 1959
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-4(25)195

5496

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 3, 1959

NOTED
W. C. WILLIAMS

Mr. R. A. Heintz, President
R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

McKenzie River-Willamette
River Section
Pacific Highway
Contract No. 5496

Dear Mr. Heintz:

In accordance with your letter of request of October 26th, we have reviewed the time limit that was specified for the completion for both the main line and the entire job on the subject named project.

I am somewhat aware of the problems you encountered in securing adequate borrow sources within economic haul limits. A fair solution of these problems has advanced the job in a good fashion and resulted in a soundly constructed roadbed. I must advise, however, that the time limits which were specified in this job were put in there for very good reasons, having their origin in the planning for the completion of a completed section of highway including structures and paving along with other necessary elements. Non-completion of the "L" Line within the specified time would appear to be a decision you made because of operational considerations.

The reasons advanced by you for additional time in which to complete the "L" Line work are not valid ones within the scope of the contract. In view of this, granting of your request without apparent justification must be denied.

Your request must be rejected.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

WW

cc Forrest Cooper
F. D. Morgan
C. C. Gall

RECEIVED
NOV - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp:jw

IDAHO
RECEIVED
SEP 18 1959
FOR FILING

I 5-4(25)193 08-35.4

54[illegible]

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to

408 State Highway Bldg
Salem, Oregon

September 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: McKenzie River-Willamette River Section
Project I-5-4(25)193, I-105-4(102)195
Revision of Power Transmission line

Dear Sir:

We have received your letter of September 11, 1959 requesting permission for Eugene Water and Electric Board to make the above revisions by contract rather than their own forces.

This letter will constitute your authority to allow them to proceed on the basis requested.

Very truly yours,

C G Folk

C. G. Folk
Division Engineer

Edw
Porter

A

RECEIVED
SEP 17 1959
FOR FILING
I-5-4(25)

September 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering replacing pavement for salvaged and installed pipes on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-105-4(102)195.

No provision is included in the contract for replacing the pavement after the 72-inch pipe is salvaged and the 36-inch and 18-inch pipes are installed across the existing Coburg Road.

The General Specifications provide that replacement of the pavement in connection with salvaged and installed pipes shall be paid for in addition to salvaging and trenching costs. Since there is no contract item "Extra for Pipe Under Pavement", it is proposed to pay the contractor on extra work basis for doing this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

A

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SEP 15 1959
FOR FILING

I-5-4(25)

5416

September 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

McKenzie River-Willamette River Section
Pacific Highway, Lane County
Project I-5-4(25)193, I-105-4(102)195,
S-145(6)

Dear Sir:

Herewith are three copies of a letter dated September 9, 1959, from the Eugene Water and Electric Board requesting authorization to perform a portion of its transmission line revision by contract.

As stated in the letter, the Board does not have the forces and equipment to erect the steel transmission towers and string the lines. Three contractors from whom bids will be solicited are noted in the letter, but this does not necessarily comprise the complete list.

For the reasons stated in the Board's letter, it is in the public interest to contract this portion of the work and authorization to do so is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
August 28, 1959

MEMO TO FILE

To:

SUBJECT: "Q" Street and Freeway Floodways
McKenzie River-Willamette River
Section, Pacific Highway

On August 27, 1959, at his request, I took Mr. Quentin Bowman, Field Representative for the Water Resources Board, to Eugene to look at the floodways under construction in connection with the McKenzie River-Willamette River Section of the Pacific Highway. The trip had the approval of Mr. George Rohde and Mr. G. S. Paxson.

We met Resident Engineer C. C. Gall at his office and went out to the job. The lower end of the "Q" Street Floodway was viewed first. There was a stream of water running in the small ditch excavated along the toe of the south cut slope and below the bottom of the floodway proper. The quantity appeared to be about the same as on July 29, when I made two rough measurements and estimated a maximum flow of 0.5 c.f.s. or 225 g.p.m. Mr. Bowman commented on the fact that the flow could vary from point to point in the ditch due to the flow going into groundwater at one point and groundwater discharging into the ditch at another point. Mr. Gall stated that he thought the level in the old county pond north of "Q" Street centerline station 70 was now below the level of the floodway bottom because the culvert invert on the pond side was about 1.5 foot above the water surface in the pond.

As we proceeded upstream, Mr. Bowman commented from time to time that it looked like a little groundwater was discharging into the floodway.

Mr. Gall explained how, as the floodway was being excavated, water was frequently encountered when the topsoil was penetrated and gravel was reached. Sometimes this gravel would be merely damp and in other areas the gravel would produce a sizable flow for a short period of time. The water in the cut banks followed the excavation down; as the floodway bottom was excavated downward, the banks above dried out.

Mr. Bowman was very much impressed by the size of the floodways and commented on it several times. However, he made no statement indicating that he thought they were deeper or wider than necessary, nor did he indicate his feelings with regard to liability for damages, if any, to adjacent well owners.

NOTED
G. S. PAXSON

He questioned the practicability of installing check dams across the floodways at periodic intervals in an attempt to maintain a higher groundwater level. The gravels being as permeable as they apparently are, the water would leak out. This, in addition to the high cost.

The solution which Mr. Bowman thought had the most merit would involve running river water down the floodways. The various users would pump out of sumps dug into the bottom of the channel.

Nothing was said that would indicate that Mr. Bowman thought the Highway Department should instigate a possible solution to the problem.

John C. Jenkins
Assistant Research Engineer

JCJ:ae

c.c. Legal

OFFICE OF
[illegible] ENGINEER

RECEIVED
AUG 1[illegible] 1959

I-5-4(25)193

When replying, refer to:
08-35.5

5496

408 State Highway Bldg.
Salem, Oregon

August 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: McKenzie River-Willamette River
Section, Pacific Highway
Lane County
Project I-5-4(25)193

Dear Sir:

As requested in your letter of August 14, 1959, approval is hereby given to the revised estimate for the revision of Pacific Telephone and Telegraph lines on the subject project. Performance of part of the work by contract also is approved.

Reimbursement will be made in accordance with the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
D. M. Emrich
Acting Division Engineer

NOTED
FORREST COOPER

Porter
Edwards

A

RECEIVED
AUG 14 1959

FOR FILING

I-5-4(25)193

3496

August 14, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re McKenzie River-Willamette
River Section, Pacific Hwy.,
Lane Co., Project I-5-4(25)193

Dear Sir:

Herewith are three copies of the corrected estimate in connection with revision of the Pacific Telephone and Telegraph Company's facilities on the subject project near Station "C-W" 11+50.

The estimate submitted with our letter of July 1, 1959 did not include the $400 for contract work for placing the conduit for the underground cable. Omission of this item was an oversight on the part of the Company as it was intended that Abrams Construction Company would place the conduit. Abrams has a continuing contract with the company and is included in the list of contractors approved October 20, 1958.

Approval of the revised estimate and inclusion of the contract work in the agreement is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

Contract 5496

A
8-13-59

Monthly Transaction No. RECEIVED AUG 17 1959	For -2 (9-1 ,7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Lane**
Project Report No. FOR FILING I 5-4(22)[illegible] 5496	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-105-4(102)195**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction FAS 210 to Junction FAI-1
"Q" St. Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	0.7
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 199,669	Federal funds $ 184,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 13, 1959**

USComm-DC 40257

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the McKenzie River-Willamette River Section ("Q" Street Unit), Project No. I-105-4(102)195.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the McKenzie River-Willamette River Section (Q Street Unit), Project No. I-105-4(102)195.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-105-4(102)195

McKENZIE RIVER-WILLAMETTE RIVER SECTION ("[illegible]" [illegible] UNIT)
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1959

Type Code 0010
Roadway (Sta. 63+50 to Sta. 107+61.63)(Contract No. 5426)

Clearing and Grubbing	All Required (16%)		$ 19,200.00
Drainage Excavation, Unclassified	2,000 cu. yds.	$ 2.50	5,000.00
Embankment in Place	212,600 cu. yds.	0.575	122,245.00
Finishing Roadbed and Slopes	All Required (16%)		2,400.00
Loose Riprap	2,300 cu. yds.	3.00	6,900.00
18-inch Corrugated Metal Pipe	470 lin. ft.	5.10	2,397.00
36-inch Corrugated Metal Pipe	70 lin. ft.	15.00	1,050.00
12-inch Concrete Pipe	300 lin. ft.	2.10	630.00
18-inch Concrete Pipe	600 lin. ft.	3.70	2,220.00
24-inch Concrete Pipe	150 lin. ft.	5.40	810.00
30-inch Concrete Pipe	90 lin. ft.	7.00	630.00
36-inch Concrete Pipe	510 lin. ft.	9.00	4,590.00
Salvaging Culvert Pipe	110 lin. ft.	3.00	330.00
18-inch Culvert End Sections	5 only	52.00	260.00
24-inch Culvert End Sections	3 only	70.00	210.00
30-inch Culvert End Sections	2 only	110.00	220.00
36-inch Culvert End Sections	2 only	150.00	300.00
36-inch Elliptical Inlets	2 only	130.00	260.00
18-inch Metal Tide Gates	2 only	120.00	240.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type "G"	3 only	100.00	300.00
Type 2 Fence	770 rods	5.50	4,235.00
Coarse Crushed Material in Base	1,300 cu. yds.	2.50	3,250.00
3/4" - 0 Material in Base	600 cu. yds.	2.70	1,620.00
Sprinkling	260 M-gals.	2.00	520.00
			$180,117.00
Signing (Temporary)	All Required		1,000.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
Work by Eugene Water and Electric Board	All Required		100.00
	Subtotal		$181,517.00
	10% Engr. & Cont.		18,151.70
	Total		$199,668.70

Length of Roadway - - - - - - - - - - - 0.741 Mile
Cost of Roadway Per Mile- - - - - - - - $269,458.43

Federal Funds -	$184,000.00
State Funds -	15,668.70
	$199,668.70

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939

Retained in Program Status

Work: Utilities Adjustment (Pacific Tel. and Tel. Co. and Oakway Water District)

Federal Funds: $1,000.00

McKENZIE RIVER-WILLAMETTE RIVER SECTION ("Q" STREET UNIT)

PROJECT NO. I-105-4(102)195

Estimated cost of work to be done by the Eugene Water and Electric Board.

Cyres Line

Labor		$ 100.00
	Use	$ 100.00

RECEIVED
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FOR FILING

I 5 4(25)10

5410

Salem, Oregon
July 31, 1959

Groundwater study,
Q Street-Freeway Floodways,
McKenzie River-Willamette
River Section, Pacific Highway

Mr. G. S. Paxson

The following is an estimate of cost to install sufficient groundwater measuring piezometer tubes in the vicinity of the floodways in order to estimate the effect of excavation to date and to measure the effect of future excavation. Except in the immediate vicinity of the floodways where the piezometers are spaced at 200 feet, the tubes would be placed about 600 feet apart on alternating sides of the highway right of way. In order to get more width, several would be placed on Lane County or Eugene Water Board property. The tubes would normally extend to about 30-foot depth, but occasionally one would be taken down to the bottom of the surface aquifer. One should be placed in the vicinity of each of the wells which might possibly be the subject of litigation, such as Chase Gardens, Cyr, Cooks Gardens and McConnel. Where possible these wells will also be used for measurements.

In all, I contemplate putting in 60 piezometer tubes at a cost of $2,570. The breakdown is as follows:

Labor

1 Drill foreman	18 days at $15.7143	$ 282.86	
2 Rock drillers	2 x 18 days at $12.2143	439.71	
	Subtotal	$ 722.57	
Vacation and sick leave, 9%		65.03	787.60
Per diem	3 men 18 days at $4.50		243.00

Equipment

1 Vertical auger, 8-inch	12 days at $12.40	$ 148.80	
1 Drill truck, 6 x 6	12 days at $7.60	91.20	
1 Dump truck	18 days at $5.40	97.20	
1 Pick up	18 days at $3.00	45.00	
1 Churn drill, 8-inch	6 days at $13.50	81.00	
1 Drill truck	6 days at $7.60	45.60	
1 Water truck	6 days at $7.60	45.60	554.40

Materials

4-inch perforated fiber pipe	1,980 feet at $0.28	$ 554.40
Subtotal		$2,139.40
20% engineering and contingencies		427.88
Grand Total		$2,567.28

If the tubes are read once a week, the operational cost would be $1,160 per year.

John C. Jenkins

JCJ:gm

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G 3 - 1959
FOR FILE
I-5-4(25)193
5496

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-33.

July 31, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received and reviewed the copy of your proposed permit to Pacific Telephone and Telegraph Co. covering an underground cable and conduit crossing of the Pacific Freeway at Harlow Road, on the McKenzie River-Willamette River Section, Project I-5-4(25)193.

Approval is hereby given for installation of the cable and conduit as set forth in the permit.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Edw
Porter
Hamilton

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

RECEIVED
AUG

I 5-4 (20) 193

5496

July 27, 1959

REFERRED TO
Cooper
State Highway Engineer

Oregon State Highway Department
Salem, Oregon

Re: McKenzie River - Willamette RiverSection
Pacific Highway, Lane County, Oregon
"Q" Street Floodway Channel Work

Gentlemen:

We are in receipt of a letter from Mr. Joe Richards of Luvaas, Cobb & Richards, attorneys, written on behalf of their client, Chase Gardens.

We are performing our contract in accordance with the plans and specifications and under the supervision of your engineers. Despite the provisions of our contract and particularly Section 1.7.16, RESPONSIBILITY FOR DAMAGES, we will assume no responsibility for any alleged damages which may be sustained in the performance of our work by Chase Gardens or any other person, firm, or corporation, of the nature set forth in said letter.

In the event of any suit for damages or for injunctive relief, we will tender the defense thereof to you and demand that any expenses incurred and any damages that may be awarded be paid by you and we be indemnified against any loss.

This for your advise.

[illegible]

Is any action necessary?
Cooper

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.

By R. A. Heintz

NOTED
FORREST COOPER

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
Glenn L. Jackson, MEMBER
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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FOR FILE

I-5-4(25)193

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A

July 27, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There is attached, herewith, a copy of a permit we propose to issue to The Pacific Telephone and Telegraph Company, covering an underground cable crossing of the Pacific Interstate Highway at the Harlow County Road Crossing on the McKenzie River-Willamette River Section, Project I-5-4(25)193.

This installation, to be financed entirely by the Telephone Company, is a revision of the Company's existing facilities at this location; said revision being made necessary by highway construction.

We believe that the construction and future maintenance aspect of the proposed facility is in accordance with the present policies governing such installations; and, therefore, we recommend your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

dw
Encl.

NOTED
P. M. STEPHENSON

cc: P. M. Stephenson
F. D. Morgan
D. J. Sage
The Pacific Telephone and Telegraph Company

RECEIVED
JUL 22 1959
FOR FILING

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5496

July 22, 1959

McKenzie R.-Willamette R. Sec.
Pacific Highway
Lane County
Contract 5496
Project No. I-105-4(102)195
Your File 08-35.4

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 16, 1959, by which we have been informed that due to lack of adequate justification the BPR will not participate in the cost of chain link fence. We are at a loss to know why you are reluctant to approve this item as we have information that federal-aid has been granted other states for this type of fence in areas that are perhaps not as highly developed as the one in question. One specific example is between Spokane and the Idaho Line in the State of Washington.

This is an example of where public relations can be improved and kept on a satisfactory level by such construction. Failure to provide this chain link fence will bring vitriolic and we feel justified criticism on both the Highway Commission and Bureau of Public Roads. It is requested that the matter have your further consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED

When replying, refer to:
08-35.4

[illegible]

[illegible]

408 State Highway Building
Salem, Oregon

July 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-105-4(102)195
McKenzie River-Willamette River
Project (Q Street Section)
Order for Extra Work #3
Chain Link Fencing

Dear Sir:

We have received and reviewed the above order for extra work, together with the accompanying letter requesting Federal participation in the full amount of the order.

Field inspection of the situation has been made by representatives of this office, and there does not appear to be adequate justification to reverse our stand taken during previous verbal discussions and referred to in the last paragraph of your letter.

As previously agreed to and indicated on the reverse side of the order, participation will be limited to the price per rod for type 3 fencing as established by actual costs on Extra Work Order #4 for this project.

Very truly yours,

C. G. Polk
Division Engineer

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Rector

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 13, 1959

NOTED
W. C. WILLIAMS

SUBJECT: Meeting Regarding Zoning of Gravel Areas near the McKenzie River
McKenzie River-Willamette River
Pacific Highway
Contract No. 5496

To:

MEMO TO THE FILE

In accordance with instructions from the Deputy State Highway Engineer, L. H. Young and F. D. Morgan met with the following with regard to re-zoning of the Winn property, which is a proposed borrow site on the McKenzie River. Also as a subject of discussion at this meeting was access and egress to the Jacqua Bar. Representing the County were Commissioners Nielsen, Petersen, and Hill. Representing the Heintz Construction Company were Bob Heintz, Norman Kobin, Attorney, and Jack Budd. Also in attendance were Messrs. Winn, Pieu, and Jacqua.

The meeting was opened with a statement from Commissioner Nielsen under the guise of being a review of past history. The statement was to the effect that the County and the State had been working for a period of some four years toward an agreement for the controlling of flooding in the Willa-Kenzie area; that the County had had eventually to form a drainage district in the area and in cooperation with the Soil Conservation Service an agreement had been brought to fruition. However, he contended that an unfair burden had been placed upon the County as a result of this agreement in which the County was obligated to pay approximately $120,000 for right of way for the floodway ditch. Also, that the County was further obligated for the construction of a dike in the upper reaches of the area at a cost of about $75,000. He cited the fact that the State had benefited by this because of the value of the borrow materials coming from the floodway ditch. It also was his opinion that, in some manner unknown to myself, the County was entitled to some 20 acres of the Patterson Bar for free.

W.C.W.

In the interest of harmony at the meeting, these statements by Commissioner Nielsen were not challenged nor commented upon as it would not appear to serve any purpose except to start a great big branigan. Of course, the obvious answers to the above are:

1. The drainage plan that developed was developed at the request of the County and the drainage district and they freely signed the agreement which set forth the respective responsibilities.

NOTED
FORREST COOPER

2. The borrow that came out of the floodway ditch assumed its high value only as a result of a zoning ordinance passed after the agreement was signed and immediately prior to the letting of the contract.

3. There is no possible justification for the deeding of the 20 acres to the County for free and Mr. Nielsen did not elaborate enough or give a basis for the same.

Commissioner Nielsen then asked for a statement from the State in view of the fact that the State was alleged to have requested this meeting. He was advised that the State representatives were not aware of the fact that the meeting was held at the State's request; that we were present only as observers and to express strict neutrality in the matters under consideration.

Mr. Heintz was then asked for a statement and he asked for the re-zoning of additional area of the Winn property.

Mr. Kobin requested re-zoning on the basis that production of road materials was the highest and best use for which the property could be zoned.

Mr. Winn, owner of the property, asked for re-zoning on the basis that the present ordinance was capricious and mistaken, and an unlawful expropriation of his property value.

Messrs. Jacqua and Pieu objected to the re-zoning and stated that access could be had to the Jacqua Bar on the same deal that Mr. Houck had had access, plus $3,000.

The meeting adjourned after Mr. Heintz said they would look into the feasibility of obtaining the access as the same was contemplated by Houck. The meeting was adjourned with the idea that as soon as these facts had been checked into another meeting would be held.

I do not believe any progress was made at all.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:jw

cc Forrest Cooper
F. D. Morgan

RECEIVED
[illegible] ENGINEER

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JUL - 8 1959
FOR FILING

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

July 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)193 ✓
McKenzie River-Willamette River
Section of the Pacific Highway

Dear Sir:

We are today approving the agreement evidenced by the exchange of letters between the State and The Pacific Telephone & Telegraph Company dated May 15, 1959 and June 25, 1959, covering the proposed relocation of telephone facilities on the referenced project. Approval is subject to the provisions of PPM 30-4.

Authorization to proceed with the work was granted as of May 21, 1959.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

Porter
Edie

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JUL - 7 1959
FOR FILING

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5496

July 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering chain link fencing on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-105-4(102)195.

Through areas noted on this order, there are highly developed homes and housing developments. Property owners have requested a type of fence that will afford the greatest degree of protection to their children and restrain them from trespass on the highway right of way. The chain link fence has been proposed as the most effective type.

At the request of the Governor of the State, the Highway Commission made a personal inspection of this area and order the "Cyclone" fence constructed.

Notwithstanding previous verbal discussions in regard to this order, Federal participation is requested on the full cost of the fence. In support of this request, we call your attention to the same type of fencing on Interstate highways in Washington and California in areas which we believe to be less or no more crucial than this project. Cyclone fence along the Capitol Hill School right of way, where children are under supervision, was approved by BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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JUL 9 1959
FOR FILING

I-5-4(22)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 6, 1959

SUBJECT Clearing Allowance on
State Contract No. 5496
McKenzie River-Willamette River Sect.
Pacific Highway

To.
Mr. Tom Edwards
Construction Engineer

You are in receipt of a letter from the R. A. Heintz Construction Company regarding the allowance on estimate #1 for work done to June 15, 1959 on the clearing portion of the above mentioned contract.

Please be advised that we estimated 80% of the clearing on the above mentioned project was completed on June 10, 1959. Basing our estimate on the Special Provisions, Page 5, which states "the amounts to be allowed for clearing and grubbing in partial payments to be made under this contract shall not be in excess of the reasonable value of the clearing and grubbing work performed as said reasonable value is estimated by the engineer". We allowed 40% as a reasonable amount. Total clearing and grubbing price is $120,000.00. Our allowance for said estimate was $48,000.00.

The R. A. Heintz Construction Company is complaining that this amount does not take account of their move in costs and part of the static costs during the early stages of construction. We have been advised by Mr. L. H. Young that a correct interpretation of the specifications should take into account a reasonable amount to cover move in and preliminary costs during the early stages of construction.

I, therefore, recommend that the allowance for clearing and grubbing, as stated in our June 15th monthly report, be increased from $48,000.00 to $96,000.00 which would indicate an 80% clearing and grubbing performed to date. Will you please take the necessary steps to notify the Office Engineering Department and correct your copy of the monthly project cost report.

Morgan
Division Engineer

sc

cc: [illegible] Hall

RECEIVED
JUL 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
~~REFERRED TO~~ RECEIVED
JUL 7 1959
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUL -7 1959
FOR FILING

I 5-4(25)1

5496

July 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering Type 3 fencing on the McKenzie River - Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-5-4(25)193, I-105-4(102)195.

Type 3 fencing was not included in the contract for this project. The areas in which this fencing is to be constructed are highly developed housing areas. The Type 3 fence will be more adequate and satisfactory in keeping children and pets off of the highway than the Type 2 fence provided for in the contract.

As an added safety measure and in the interest of good public relations your approval of the higher type fencing is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
FOR FILING
I-5-4(25)173
5496

R. A. HEINTZ CONSTRUCTION CO.
Highway and General Contractors
PHONE: BUtler 5-2501
211 N.E. COLUMBIA BLVD.
PORTLAND 11, OREGON

July 3, 1959

Oregon State Highway Department
1920 Franklin Blvd.
Eugene, Oregon

NOTED
W. C. WILLIAMS

Re: State Contract No. 5496
Clearing

Attention: C. C. Gall
Resident Engineer

Gentlemen:

Please refer to Estimate No. 1 for work done to June 15, 1959 on Contract No. 5496, McKenzie River-Willamette River Section of the Pacific Highway.

On June 10, 1959 we had completed 80% of the Clearing on the above captioned contract. Your Estimate dated June 15, 1959 allows only 40% completion.

The award of this contract was delayed 30 days due to the State not having sufficient Right-of-Way and Borrow areas approved, and prior to the award this firm verbally agreed to this extension of time. During this interval we moved approximately $900,000.00 of equipment to the Jobsite, cleared Right-of-Way, and certain Borrow areas not on the Right-of Way. At this time, subsequent to the awarding of the Contract, we made commitments and took options on land amounting to approximately $280,000.00.

At one time, the signer discussed with Mr. Tom Edwards the Lump Sum Clearing price of $120,000.00 and it was our understanding that we were to be paid for this Clearing based on the percentage of completion of Clearing as of the Estimate date. We received only one-half of this amount on the Estimate dated June 15, 1959.

In my discussion with you the other day the question arose as to whether the Bid was unbalanced. We call attention to the fact that the second bidder quoted a price of $180,000.00 for Clearing. In a construction job of this size it is necessary that the Contractor receive

NOTED
FORREST COOPER

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N.E. COLUMBIA BLVD.
PORTLAND 11, OREGON

July 3, 1959

Oregon State Highway Department

Attn; C. C. Gall

Page 2

at least part of his static costs during the early stages of construction.

The clearing is now 90% complete, and we request payment of that amount on the Estimate for the current month.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO.

R A Heintz
R. A. Heintz
President

RAH:gb

cc: Tom Edwards - Salem
    Forrest Cooper - Salem
    Mr. Morgan - Roseburg
    M. C. Shumann

RECEIVED
JUL [illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N.E. COLUMBIA BLVD.
PORTLAND 11, OREGON

[illegible]

5476

July 3, 1959

NOTED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams,

We enclose a copy of the appeal from the ruling of the Lane County Planning Commission dated June 30, 1959. We feel it will be of some value at the scheduled meeting of July 7, 1959 between yourselves and the Commission.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO.

R. A. Heintz

R. A. Heintz
President

RAH:gb

Enclosure

APPEAL OF R. A. HEINTZ CONSTRUCTION CO.
FROM ORDER OF
LANE COUNTY PLANNING COMMISSION

TO THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON:

The undersigned petitioner, R. ~~A~~. Heintz Construction Co., hereby respectfully appeals from the order of the Lane County Planning Commission made at its meeting in Eugene, Oregon on June 30, 1959, denying the request of the undersigned for a temporary permit or zone change so as to permit the removal of loam, sand and gravel from all or portions of real property in Lane County, Oregon and more particularly described as follows:

> Property owned by Thomas and Leola Winn, John Langan et ux, Roy Snyder et ux, Earl Perry et ux, and Alfred Johnson et ux in Section 10, T 17 SR 3W of WM and lying easterly of the proposed highway herein described and westerly of the McKenzie River.
>
> Property owned by Knox et ux and Oregon State Highway Commission located in Section 15, T 17 SR 3W of WM and lying easterly of the proposed highway and westerly of the McKenzie River.

Said property is now zoned for agricultural, grazing and timber raising. The petitioner has a contract with the Oregon State Highway Commission of the State of Oregon for the grading of a section of the McKenzie River, Willamette River Section, Pacific Highway, Lane County, Oregon and it is essential for the construction of said highway that a borrow area owned by the aforesaid Winns and others be utilized as said area is the most accessible to the construction of said highway.

It would serve the public safety, welfare and convenience of the citizens of Lane County to permit petitioner to use the aforesaid property for the reason it would allow a more efficient method and means and less use of county roads and state highways in the transportation of said material and require fewer highway crossings;

That the granting of said permit would not conflict with the purposes and intent of the zoning ordinance as it would tend to promote the most appropriate use of the aforesaid land; that the area to be used is not suitable for agricultural, grazing or timber raising, and is generally wholly unfit for said purposes;

That the denial of a change of zone or permit by the Planning Commission was arbitrary and capricious and in violation of constitutional rights for the reason that the property involved was and is arbitrarily classified for purposes which, in fact, is not the most appropriate use thereof and the effect of the action of the Planning Commission has resulted in the taking of private property without just compensation and violates the Due Process and the equal protection clauses of the State and federal constitutions;

That the action of the Planning Commission was arbitrary and not based upon due and proper consideration being given to the request of the undersigned in that: all the owners of the property described have consented to the use of their property for the intended purpose; that three of the owners and the State Highway Commission personally appeared before the Planning Commission and joined in the request of the undersigned; that no property owner or other person appeared or objected to the request.

Petitioner further represents that to permit this use would not in any way be detrimental to the neighborhood or the neighbors; that to refuse a permit would cause petitioner an unnecessary hardship and would delay the construction of said public highway; that it would result in more inconvenience to the people in the area of the road construction; that the use of the premises for the purposes herein would do substantial justice and would be in keeping with the spirit of the ordinance.

WHEREFORE, this petitioner prays that the relief sought be granted.

R. A. HEINTZ CONSTRUCTION CO.

By________________________________

PETITIONER

RECEIVED
JUL [illegible] 1959
FOR FILING

R. A. HEINTZ CONSTRUCTION CO.
Highway and General Contractors

PHONE: BUtler 5-2501
211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

I-5-4(25)193

5496

July 2, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

The undersigned desires to acquire, lease or otherwise obtain the use of certain real property, lying east of the centerline of the McKenzie River Willamette River Section of the Pacific Highway between Highway Centerline Stations 340/00 and 420/00 and the McKenzie River. It is the intent of the undersigned to use the said property for borrow purposes in conjunction with the construction of the aforementioned highway.

As a prerequisite to such use, it is necessary that the subject premises be rezoned. We agree that if the State Highway Commission would assist us in securing the rezoning of the aforementioned premises, and if as a result thereof, said premises are rezoned to permit the removal of borrow materials, then we agree to execute an agreement with you, wherein we would indemnify and hold harmless the State of Oregon, its State Highway Commission, members thereof and officers, employees and agents, from and against all damages, claims, demands, suits, actions or causes of suit or action, from or because of any injury to persons or property arising out of the construction of the aforementioned highway and the use of the property for the above purpose, between the aforementioned stations.

This indemnity to apply only to injuries to persons or property lying east of the centerline of the aforementioned highway and the McKenzie River and between the aforementioned stations.

In the event we are able to acquire the aforementioned real property by purchase, and in the event we subsequently convey said property or any portion thereof, we will require a covenant to be inserted in the instrument of conveyance containing a similar indemnity agreement.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.

By R A Heintz

/lo

[illegible]

NOTED
FORREST COOPER

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FOR FILING

July 1, 1959

McKenzie R.-Willamette R.
Section
Pacific Highway
Lane County
Project I-5-4(25)193,
I-105-4(102)195

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with adjusting The Pacific Telephone and Telegraph Company's line near Station "U-W" 11+50 on the subject project. This completes the agreement with the Company for this phase of the work.

Authorization to proceed with this work was approved as of May 21, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

FORM E-30X—50M—2-59—16160

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[illegible]

5476

NOTED
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1959

SUBJECT: McKenzie River-Willamette River
Pacific Highway

To: Memo to the Files:

A hearing was held before the Lane County Planning Commission last night on a request by the Heintz Construction Company for a temporary permit to remove gravel from the property lying between Stations 340+00 and 420+00 on the west and the McKenzie River on the east. This property had been zoned for residential and agricultural areas only a short time prior to the award of this contract.

Appearing for the Heintz Construction Company were: Mr. Robert A. Heintz, Mr. Jack Budd, and Attorney Norman Kobin. Also testifying in behalf of the Heintz Construction Company were several of the owners of land that would be affected if the temporary permit were granted. They included Mr. Knox, Mr. Wynn and others. Appearing for the Oregon State Highway Commission were Mr. Frank Morgan and Mr. Fred Klaboe.

The hearing was opened with a lengthy statement by Mr. Kobin who explained to the Planning Commission the background leading to this request. Amongst other things, Mr. Kobin pointed out that the Planning Commission rezoned four areas from residential to commercial allowing borrow operation on the basis that said areas consisted of marginal land and further that excavation in the four areas would be beneficial to the flow of the McKenzie River. He further explained that the four areas contained approximately the two million yards of borrow required but that egress from said areas had been impossible to get within economic limits.

Mr. Kobin then called Mr. Budd and Mr. Budd spent about 45 minutes explaining to the Commission the steps that had been taken during the past seven weeks in an attempt to secure egress from the areas. He further explained that one of the four areas was, at the present time, being used (Wynn Bar), but that only about 225,000 yards of the necessary amount could be obtained from it. The Commission questioned Mr. Budd at length and solicited the information from him that it would be possible to use another of the borrow areas through the expenditure of some $65,000 to $75,000 plus the construction of a bridge across the McKenzie River. It was explained to the Commission that it would be impossible to construct a bridge at this late date and remove the nearly one million

NOTED
FORREST COOPER

yards required from the borrow area across the McKenzie River. Shortly after Mr. Budd's testimony, the undersigned testified in behalf of the State to the effect that we were at this hearing not to assist Mr. Heintz or any other contractor, but to urge the Commission to approve the request for a temporary permit to remove borrow materials on the basis that the State would be thereby relieved of any future liability due to the construction of the highway in the aforementioned area. I made it clear that we had done the very best design job possible to the end that no detrimental affect to the land will be forthcoming and that we expected none.

Mr. Kobin resumed his testimony giving further reasons why the Commission should approve their request. During this period, he was continually interrupted by a real estate agent in the employe of Roy Houck Construction Company, who testified emphatically and with great feeling that Houck Incorporated had ~~use of~~ access from the borrow areas and if they had received the contract, would have used said borrow areas set up by the County. Houck's representative further testified to the effect that they were extremely interested in the Commission's decision in this case, as they wanted very much to get the contract for the upcoming surfacing project. While Houck's representative did not directly ask the Commission to deny the request, he implied very clearly that their position was anti-Heintz.

A gentleman on the Commission Board later read legal interpretations concerning the case for the Commission's benefit to the effect that the Commission is legally bound to zone any area to its most beneficial use. Three of the property owners affected then testified that their land was marginal and was getting poorer every year and that its best use now was for borrow and gravel purposes and further that they had been offered what they considered excellent terms by Heintz for their land.

Mr. Heintz' real estate agent also testified shortly to the value a gravel bar in the aforementioned area would be to the community of Eugene and to the lengths he had gone toward securing options in the area and towards attempting to secure egress from the county supplied sources.

The Planning Commission then took the matter under discussion and decided at first to table take it temporarily. However, Mr. Kobin pointed out to them that they were legally required to give a yes or no answer to the request during this session. This proved to be correct and the Planning Commission shortly came up with a unanimous denial of the request by the Heintz Company for a temporary permit to remove borrow material from the area.

It w s the Heintz' peoples consensus of opinion before the meeting that their request would be denied. After hearing three cases before this one, I came to the same conclusion also that the Lane County

Planning Commission would say no to this request as they did to almost all of the others brought before them at this meeting.

After the decision was rendered by the Commission, Mr. Kobin had inserted into the minutes the statement that he will immediately request a hearing by the County Commission which apparently has the power to override decisions of the Planning Commission.

In my opinion, the Heintz' faction presented a very strong case for their request and under moral and legal interpretation of planning, should have been allowed a temporary permit in as much as everyone, including the Board, agreed that the land was marginal and probably best suited for gravel purposes and further that it was represented that all the property owners affected were strongly in favor of the rezoning.

It would not surprise me in the least to learn in the very near future that the Houck organisation or some other organisation such as the Eugene Sand and Gravel made the same request of this Commission.

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan

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JUN 30 1959

FOR FILING

I-5-4(25)193-

5492

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 8-35.5
Projects I-5-4(25)193
I-105-4(102)195
S-145(6)

Dear Sir:

Under the terms of the cooperative agreement between the State, Lane County, and the McKenzie Water Control District, the State is to adjust water facilities owned by the Eugene Water and Electric Board. The 3 -inch main crossing the floodway near Station FW 179+5 is specifically mentioned in Paragraph 2e (Floodway B) of THINGS TO BE DONE BY STATE; thus, it is determined that the State is obligated to reimburse the Eugene Water and Electric Board for this adjustment. This justification is presented as requested in your letter of June 15, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

CHB:fp fn

RECEIVED
JUN 16 1959
FOR FILING
I-5-4(25)193
5496

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

[illegible]
[illegible]
[illegible] 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re. Oregon Projects I-5-4(25)193,
I-105-4(102,195), S-143(6),
McKenzie River-Willamette River
Section of the Pacific Highway

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Bureau, dated [illegible], dated May 13, 1959 and June [illegible], 1959, [illegible] line adjustments on the above projects, [illegible] to PPM [illegible].

It is noted that adjustment [illegible] along the [illegible] near Station [illegible], Project S-143(6), [illegible] the project limits. [illegible] subject to determination that the work outside the project limits is [illegible].

Authorization to proceed with the work was granted [illegible], 1959.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
District Engineer

A

RECEIVED
JUL - 1 1959

FOR FILING
5-4(25)19
I-105-4(102)195
5496

June 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: McKenzie River-Willamette River
Section (Culverts)
F.A.P. No. I-5-4(25)193

Dear Sir:

On May 26 the Highway Commission accepted the low bid of R. A. Heintz Construction Company of Portland in the amount of $103,299 for this project and instructed me to award the contract to said bidder as soon as all necessary rights of way for the project were acquired.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law; (2) have been acquired; or (3) are being acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

I propose to award the contract to R. A. Heintz Construction Company as of this date. May I have your concurrence in this award.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

CAG/skt

cc: Mr. C. A. Gardner

NOTED

RECEIVED
JUN 24 1959
FOR FILING

J. 5. 4 (25)

5496

June 23, 1959

Mr. Ronald B. Elmes
Soil Conservation Service
2 9 S. W. 5th Avenue
Portland 4, Oregon

Dear Sir:

Since the conversations in your office on June 19, we have re-examined the 69th Street drainage. The drainage shown crossing the highway east of 71st Street on sheet 2 of the chickering map is a 30-inch concrete pipe. This reduces the area contributing to the two 3[illegible]-inch concrete pipes at 69th Street to about 0.5 square mile.

Would you please review your 69th Street plans in light of this information and let us know your findings. We are withholding an answer to the attached letter from the county until this matter is settled.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Roy Edgerton

RE:fn

RECEIVED
JUN 24 1959

June 23, 1959

Board of County Commissioners
Lane County
County Courthouse
Eugene, Oregon

Gentlemen:

Since we received your letter of June 12, it has developed that some revisions will need to be considered in the 69th Street Floodway Plan. We would like to see how the revisions come out before making any commitments on state participation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Roy C. Edgerton

RCE:fn

R

2

69th St. Floodway

RECEIVED
JUN 17 1959
FOR FILING

Salem, Oregon
June 17, 1959

Proposed Soil Conservation
Service project east of
Springfield in Lane County

Mr. Roy G. Edgerton

Herewith a letter and proposal for a Soil Conservation Service project east of Springfield in Lane County.

Will you please look this over and advise me as to just what the District wants us to do and how much it may cost us.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

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NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1959

5496

SUBJECT: McKenzie River-Willamette River
Pacific Highway
Contract No. 5496

To:

Memo to the Files:

Mr. Bob Heintz and his attorney, Norman Kobin, called this date from Portland regarding the borrow situation for approximately one million yards needed for the subject named job. This was a conference type of call on which Mr. Klaboe manned a phone in the Construction Department.

Mr. Heintz went into all of the difficulties which he was encountering in the McKenzie River area to get access from the Gaucqua Bar. The property owners through which he considers access necessary are asking prices for hauling easements through their property which he considers totally unreasonable.

Mr. Kobin then pointed out that the State, in his opinion, had a stake in this matter and also an obligation to help the contractor obtain a reasonable source of materials. They asked that we reconsider the plan encompassing the Knox and Pruitt properties to the north and that these areas be made available to them while they would obtain some other properties to give them a continuous ~~hauling~~ access to the Wynn Bar on the McKenzie.

It was brought to Mr. Heintz' attention that Mr. Heintz had discussed the use of the State-owned properties with Mr. Williams recently. The pitch at the present time was to have a State representative appear before the Lane County Planning Commission in their behalf and representing as follows:

1. That their use of the Pruitt, Knox and Wynn properties would comprise a feasible plan.

2. That the areas designated by the Lane County Planning Commission previously were not adequate due to the circumstances regarding difficulties of access as before set out.

Mr. Young discussed this with Mr. Paxson, who called Mr. W. C. Williams. It was Mr. Williams' instructions that no representative of the

Highway Department appear on behalf of the contractor on the afore said basis and he reiterated his previous stand made to Mr. Heintz that if Heintz could obtain a variance in the land use regulations of the Lane County Planning Commission, that the State would put the Knox and Pruitt properties up for auction and would render fee title to the successful bidder.

This information was transmitted to Mr. Heintz by Mr. Young.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc W. C. Williams
G. S. Paxson

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JUN 23 1959
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-4(25)193

5496

June 23, 1959

R. A. Heintz Construction Co.,
211 NE Columbia Blvd.,
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5496, awarded June 5, 1959, for grading the McKenzie River-Willamette River Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUL 1 1959
FOR FILING
[illegible]
5496

June 22, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-5-4(25)193, I-105-4(102)195 and S-145(6).

This work is necessary for the direction and guidance of traffic. It is in addition to that required of the contractor and will not relieve him of his responsibility to furnish and maintain warning signs, lights and barricades for the safety of traffic and workmen.

Part of these signs will be in use for the paving contract as well as the present grading project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:jb
Encl.

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JUL - 1 1959
FOR FILING
I 5-4(25)
I 105-4
5496

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project Nos. I-5-4(25)193, I-105-4(102)195, and S-145(6).

Very truly yours,

W. C. Williams,
State Highway Engineer

By

G. S. Paxson
Ass't State Highway Engineer

Encl.

DBP:cr

NOTED
[illegible]

5496

Monthly Transaction No. RECEIVED 7-10-9	Form 2 (9-12-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
		County Lane
Project Report No. FOR FILING 3	FEDERAL-AID PROJECT AGREEMENT 5496	Project No. S-145(6)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From approx. junction FAI - 1 east 0.5 mile
(Pacific Highway East 0.5 mile)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	3-5-59	0.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 39,818.00	Federal funds $ 24,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________________
(title)

By ____________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer
By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 20, 1959**

USComm-DC 40257

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the McKenzie River-Willamette River Section (Pacific Hwy.-East Unit), Project No. S-145(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the McKenzie River-Willamette River Section (Pacific Highway-East Unit), Project No. S-145(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid Secondary
Project No. S-145(6)

Oregon State Highway Department

McKENZIE RIVER-WILLAMETTE RIVER SECTION (PACIFIC HIGHWAY-EAST UNIT) OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 7, 1959

Type Code 0010
Roadway (Sta. 152+62.63 to Sta. 177+00)(Contract No. 5496)

Clearing and Grubbing	All	Required (8%)		$ 9,600.00
Drainage Excavation, Unclassified	20	cu. yds.	$2.50	50.00
Embankment in Place	16,200	cu. yds.	0.575	9,315.00
Finishing Roadbed and Slopes	All	Required (8%)		1,200.00
Loose Riprap	700	cu. yds.	3.00	2,100.00
24-inch Corrugated Metal Pipe	80	lin. ft.	7.70	616.00
30-inch Corrugated Metal Pipe	30	lin. ft.	9.90	297.00
24-inch Elliptical Inlets	2	only	90.00	180.00
30-inch Elliptical Inlets	1	only	100.00	100.00
Type 2 Fence	400	rods	5.50	2,200.00
Sprinkling	20	M-gal.	2.00	40.00
				$ 25,698.00
Work by Pacific Power & Light Co.	All	Required		1,200.00
Flagging (57½% of Contractor's Cost)	All	Required		200.00
Work by Rainbow Water Dist. (Water line adjustment)	All	Required		4,500.00
Work by Eugene Water and Electric Board	All	Required		4,600.00
	Subtotal			$ 36,198.00
	10% Engr. & Cont.			3,619.80
			Total	$ 39,817.80

Length of Roadway - - - - - - - - - 0.461 Mile
Cost of Roadway Per Mile- - - - - $86,372.66

Federal Funds -	$ 24,000.00
State Funds -	15,817.80
	$ 39,817.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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JUN 23 1959
FOR FILING
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[illegible]

June 18, 1959

McKenzie R.-Willamette R. Sec.
Pacific Hwy.-Lane County
Project I-5-4(25)193,
I-105-4(102)195, and S-145(6)

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter regarding the Eugene Water and Electric Board power line crossing the floodway at Station FW 127+50 on the subject project.

This letter corrects the statement in previous correspondence and establishes the obligation of the County to reimburse the Board for adjustment at the above location. This is in accordance with the agreement between the Highway Commission, Lane County and the McKenzie Water Control District dated March 6, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

A

RECEIVED
JUN 17 1959
FOR FILING

I 5 4(25)193

[illegible]

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 25, 1959, on Contract No. 5496, McKenzie River-Willamette River Section, in Lane County, in connection with Federal Aid Project No. I-5-4(25)193,I-105-4(102)195,S-145(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

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JUN 18 1959

FOR FILING

[illegible]

547E

June 16, 1959

1307

McKenzie River Improvement District No. 1
Route 2, Box 282
Eugene, Oregon

Attention: Mr. Fred G. Knox, President

Gentlemen:

Your letter of May 28, 1959, containing a resolution of the McKenzie River Improvement District No. 1 regarding the construction of our freeway through this district, has been handed to me for review and reply.

I wish to inform you that we have had our Research Division studying and investigating the flood conditions in this area for a number of years. We have, in our opinion, provided sufficient structures through our embankments at existing stream beds and overflow channels to adequately care for any major flooding in this area.

I wish to thank you, however, for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DJF:law ae

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1959

SUBJECT: McKenzie River Improvement District No. 1, McKenzie River-Willamette River Section, Pacific Highway

To: Mr. Tom Edwards

Attention: Mr. Jay Barbee

Following is the information I have turned up on the above improvement district.

The McKenzie River Improvement District No. 1 was incorporated on August 18, 1937, under Articles of Incorporation No. 1380 and Chapter 205 of Oregon Laws, 1937. The individual property owners forming the corporation are listed and the property described under Deed Index No. 53,944. In general, the McKenzie floodplain from Station 344 to Station 422 is included. The corporation was formed to deal with the Corps of Engineers on river revetment questions and also works with the Water Resources Board.

Lane County Surveyor Francis Waggoner is my informant.

John C. Jenkins
John C. Jenkins

FORM B-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

PLEASE RETURN TO
FORREST COOPER

June 4, 1959

REFERRED TO
Cooper
By State Highway Engineer

McKenzie River Improvement District No. 1
Route 8, Box 282
Eugene, Oregon

Attention: Fred G. Knox, President

Dear Sir:

This is to acknowledge your letter of May 28, received in this office on June 3, concerning the possibility of flooding and erosion through the McKenzie River Improvement District due to State Highway construction on the Pacific Highway.

Copies of your letter are being forwarded to the State Highway Engineer, Mr. W. C. Williams, and to the Commission's Chief Counsel, Mr. L. I. Lindas, for their information.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Mr. W. C. Williams
Mr. L. I. Lindas

FQ:rj

[illegible]

RECEIVED
JUN - [illegible] 1959
OFFICE OF
[illegible] ENGINEER

May 28, 1959

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

At a regular meeting of the McKenzie River Improvement District Number 1, it was resolved by those present to instruct the President to write you as follows:

As the Oregon State Highway Commission has, "under threat of condemnation", purchased a right-of-way bisecting this district, said right-of-way to be used for a freeway, and as plans for this freeway include filling, leveeing and ditching, and as filling and leveeing amount to a dike, and as land in this area is flooded almost annually by the McKenzie River, it is the opinion of the residents in this district that insufficient and inadequate aquaducts are planned. This fill will cause a major flooding of those lands East of the freeway and possible erosion at the culverts or bridges, also that the construction of ditches in this flooded area is impractical and could cause erosion to private lands.

The purpose of this letter is to notify the Highway Commission that if such damages occur, the responsibility will rest on them.

McKENZIE RIVER IMPROVEMENT DISTRICT NO. 1

By Fred G Knox
Fred G. Knox, President

RECEIVED
JUN 3 1959
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JUN 18 1959
FOR FILING

3496

June 16, 1959

1305

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I have a copy of your letter of June 10, 1959 with an attached letter from Mr. Gordon K. Wylie, Attorney at Law of Eugene, in which he brings up the matter of drainage in the so-called "Q" Street area northwesterly of Springfield.

On May 12, 1959, Mr. Wylie directed a letter to the Honorable Charles O. Porter, Congressman from Oregon, in which he discusses the same matter. For your information, I am attaching a copy of this letter. Congressman Porter handed Mr. Wylie's letter to the Bureau of Public Roads and it, in turn, asked us to prepare data in explanation of our plans in the area. I believe that the matter can best be answered by giving you a copy of our letter dated June 15, 1959 to the Bureau of Public Roads, which goes into the various phases of the drainage in the area.

I might tell you that the drainage of natural water in the Springfield area has been a nagging problem to the local residents for many years and the plan to construct the drainage facility incorporated in our work has the approval of the local governing bodies (Board of County Commissioners of Lane County and the McKenzie Water Control District). The plan was actually conceived by the U. S. Soil Conservation Service, who worked with Mr. Harold Merryman, District Sanitary Engineer for the State Board of Health, and Mr. John C. Stoner, County Sanitarian.

It is believed that the drainage facility will go a long way toward solving a very disagreeable condition involving drainage in that area.

If you wish any additional information, I shall be glad to supply it.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosures [illegible]

cc to: Mr. Forrest Cooper

FC:fn ae

June 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 5 transmitting the objections of Mr. Gordon E. Wylie to Representative Charles O. Porter regarding the floodway ditch being constructed along the "Q" Street route in connection with the over-all construction of the McKenzie River-Willamette River Section of the Pacific Highway, Contract No. 5496.

Mr. Wylie, in describing the route, apparently got his directions mixed up, as the floodway jogs south at the "Q" Street interchange rather than north as he stated. I forward herewith a map showing the floodway ditch throughout its length. The following are facts which will serve to answer your questions and give you further background in the matter:

1. The floodway plan, as it is being constructed, was developed by the Soil Conservation Service.

2. In the development of this plan, the Soil Conservation Service people worked very closely with Mr. Harold Merryman, District Sanitary Engineer for the State Board of Health, and Mr. John C. Stoner, County Sanitarian. I am further advised that the Soil Conservation Service will not participate in a project in which substantial pollution is involved. Because of this, certain areas east of Springfield were not included and the floodway was terminated at 32nd Street.

3. Any surface water that originates in or passes through an inhabited area is likely to carry contamination to some degree. In this case, the presence of the water should not be considered objectionable, but it should be kept from contact with domestic water sources. Actually, ground contamination from floodwaters would be less than from septic tank disposal fields in the area.

4. In the area near the Wylie property, the ditch is a minimum of 14 feet deep and the 50-year water surface is a minimum of 7 feet below ground. The tendency will, therefore, be for local water in the area to infiltrate into the ditch rather than diffusion of ditch water into the soil.

5. In the specific case of Wylie, there is a well on rental property owned by Kenneth H. Wylie (reported to be the father of Gordon K. Wylie) that will be about 70 feet from the center line of the ditch. Both the County Sanitarian and the District Sanitary Engineer have recommended that the well be relocated and the County Court has agreed to assume the expense. This is the only item that is considered by the above two men to require attention.

6. The agreement of the State and Lane County and the McKenzie Water Control District, of which you have been previously sent a copy, clearly sets forth the respective responsibilities and liabilities of the parties, the State's responsibility being solely for the construction between Mill Street and Coburg Road. No operational responsibilities are involved.

7. Pollution of streams, ditches and waters of this state is an abatable nuisance with police powers vested in the sanitary authorities.

In view of the foregoing, we believe the overall drainage and floodway plan to be beneficial to the area and the Highway portion of the construction to be justified by the benefits received, which are supply of borrow excavation for the construction of embankments, reduced cost of structures, et cetera.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp ae

MARK O. HATFIELD
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

June 10, 1959

REFERRED TO
Cooper
By State Highway Engineer

please draft reply
to Gov.

Mr. Gordon K. Wylie
Attorney at Law
858 Pearl Street
Eugene, Oregon

Dear Mr. Wylie:

Thank you very much for your recent letter concerning the drainage problems in connection with the construction of the proposed freeway in Eugene.

I am asking the Oregon State Highway Commission to investigate the circumstances described in your letter and make a full report to me on the action which they have taken regarding the new freeway. Your interest in bringing this situation to my attention is indeed appreciated.

Kindest regards.

Sincerely yours,

Governor

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

H:j

cc: Oregon State Highway Commission
Mr. W. C. Williams, State Engineer ✓

RECEIVED
[illegible] 1959

COPY

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

PLEASE RETURN TO
FORREST COOPER

When replying, refer to:
08-35. 1

408 State Highway Building
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a letter dated May 12, 1959 from Mr. Gordon K. Wylie, a Eugene attorney, to Congressman Charles O. Porter regarding the proposed drainage ditch generally paralleling Q Street between Eugene and Springfield. Mr. Wylie's letter was transmitted to this office from our Washington office with the request for a report thereon.

You will note the statement that the proposed ditch at the Q Street Interchange, jogs north and passes through a neighborhood with no drainge or sanitation problem. Also that one of the purposes of the ditch is to eliminate surface waters in an area east of Springfield where there is a bad sanitation problem. With respect to the former, we believe Mr. Wylie has been misinformed as to the location of the ditch after it passes the interchange. Regarding the latter we were not aware that the ditch would ultimately extend to the area east of Springfield where the sanitation problem exists.

In order that we may provide our Washington office with information needed for a report to Congressman Porter, we would appreciate receipt of your comments on Mr. Wylie's statements at your earliest convenience. We particularly desire information on the statement that the ditch will carry polluted waters from the area east of Springfield. Also whether the possibility of pollution has been discussed in any way with Lane County or the Soil Conservation Service.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments

SUITE 200
TELEPHONE DI 4-7261

GORDON K. WYLIE
ATTORNEY AT LAW
EUGENE LEGAL CENTER
[illegible] PEARL STREET
EUGENE, OREGON

June 1, 1959

The Honorable Mark O. Hatfield
Governor of Oregon
Salem, Oregon

Dear Mark:

I was interested to read in yesterday's Eugene newspaper [illegible] group of people [illegible] and the related [illegible] first I had heard of such action being [illegible] hope [illegible] that these [illegible] the floodway [illegible] of Q Street.

I represent a group of people [illegible] Garden Way area, which is adjacent to Q Street, the new freeway, and the interconnectors between the two, where the drainage ditch [illegible] the interconnector [illegible] and the highway [illegible] goes south in order to [illegible] some of these interconnectors. As a result it passes through a neighborhood where there is presently no drainage or sanitary system, and goes within a few feet of several homes and those homes' wells.

The people whom I represent feel that this drainage should be confined to an underground pipe, or the ditch located further north where it would follow the Q Street right of way and not affect any homes. The reason for this is that the ditch will carry effluent and contaminated surface waters. In addition, the County has stated that there will be no funds available for fencing this ditch. At the present time I have filed court action seeking an injunction against construction of the ditch along its present route, on the basis that it would constitute a nuisance.

There is no doubt in my mind that some solution should be sought for the surface water problem. However, I feel that there is a solution available which will not adversely affect any homes, although it might be more expensive.

I believe that this is one of those situations where cost should not necessarily be the paramount factor. Thus far, I have had no success in dealing with the various agencies involved. As a matter of fact, they have virtually refused to listen to our side.

Time is, of course, important because, as you know, construction has started on the highway in this area. I will appreciate any help and interest you may give this matter.

Sincerely yours,

GORDON K. WYLIE

GKW:ew

C
O
P
Y

GORDON K. WYLIE
Attorney at Law
Eugene Legal Center
858 Pearl Street
Eugene, Oregon

May 12, 1959

Hon. Charles O. Porter
252 House Office Building
Washington 25, D. C.

Dear Charlie:

I have had another problem come up concerning which I would like to call upon you again for assistance.

You are undoubtedly aware of the new Highway 99 freeway which is being constructed through our State. In connection with this there is to be built a Eugene-Springfield connector, known as Q Street, which will inter-connect with the highway. It will be the major access to Eugene and Springfield from the highway.

Lane County, the City of Springfield, the McKenzie Water Control District and the State have entered into an agreement to construct a drainage ditch which will more or less parallel the Q Street right of way. The purpose of the ditch is to eliminate surface waters especially those originating in an area east of Springfield where there is now a bad sanitation problem. As a result of this the ditch will carry polluted material.

My problem is this. Where the ditch meets the inter-connectors of Q Street and the highway, it jogs north in order to avoid passing under some of these inter-connectors. As a result it passes through a neighborhood where there is presently no drainage or sanitation problem, and goes immediately next to several homes, and these homes' wells.

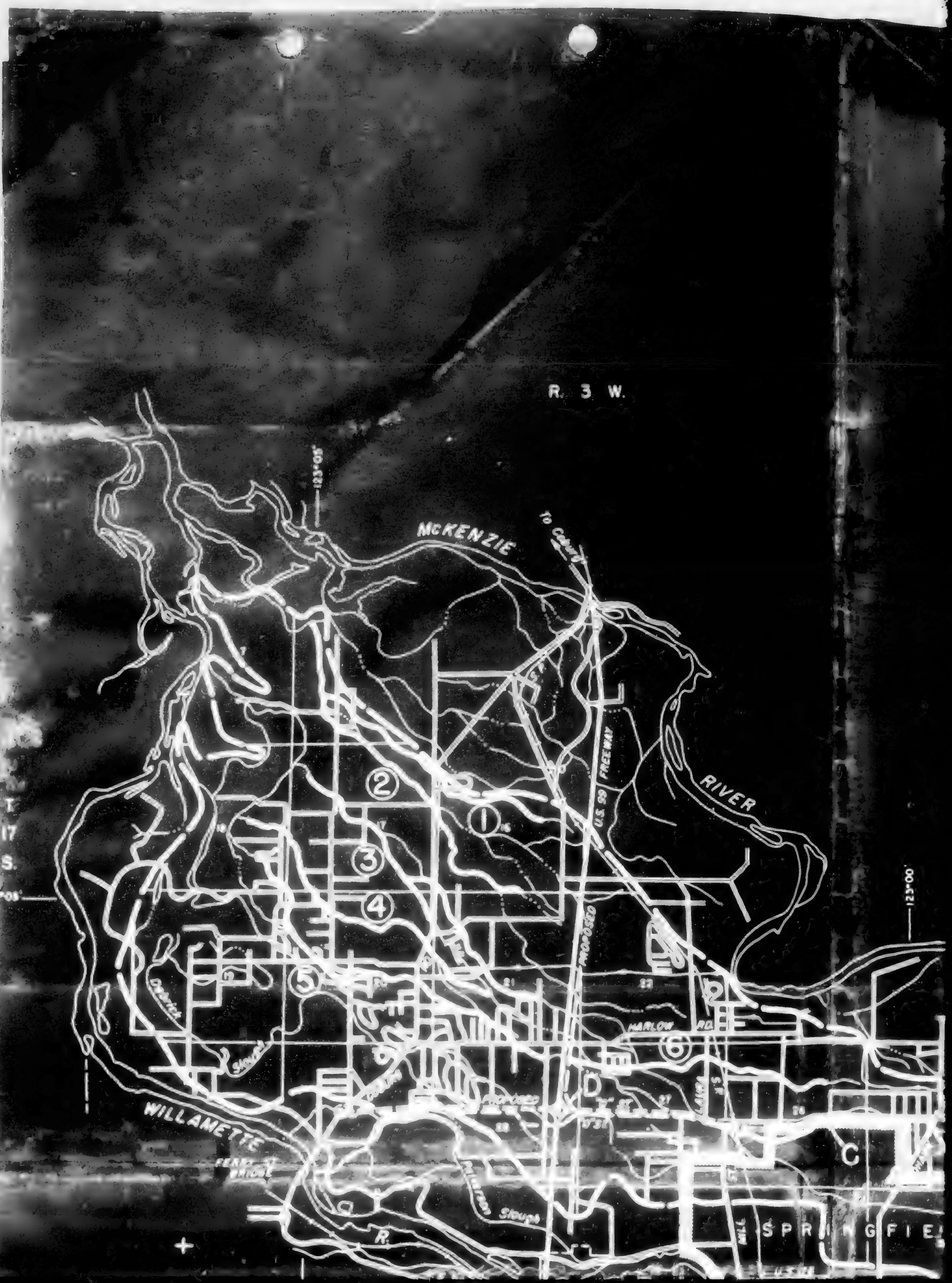
I represent a group of residents in this area who feel that this drainage should be confined to an underground pipe, or the ditch located farther north where it would follow the Q Street right of way and not affect any homes.

The Soil Conservation Service and the Forest Service of the U. S. Department of Agriculture assisted on the study that was made in developing this plan. The federal government is also, of course, involved because of the federal highway program. I wonder if you could conduct an investigation of this matter to determine whether or not the federal government actually desires to be a party to the plan creating such a situation. You might also let me know if there are any federal agencies which I should contact regarding this.

Best regards,

GORDON K. WYLIE

GKW:ew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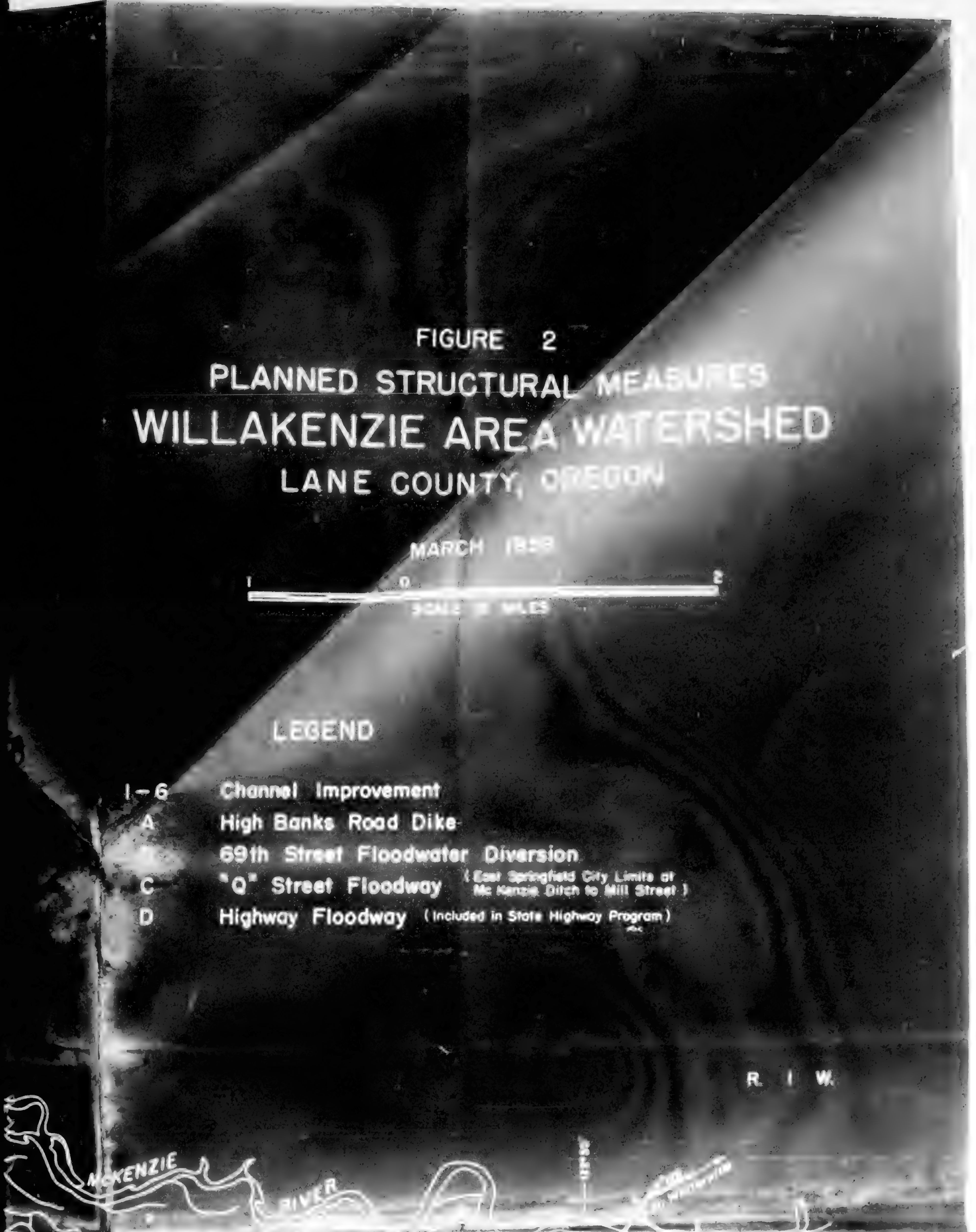
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SCALE IN MILES
R. I W.
McKENZIE
RIVER
63 ST.

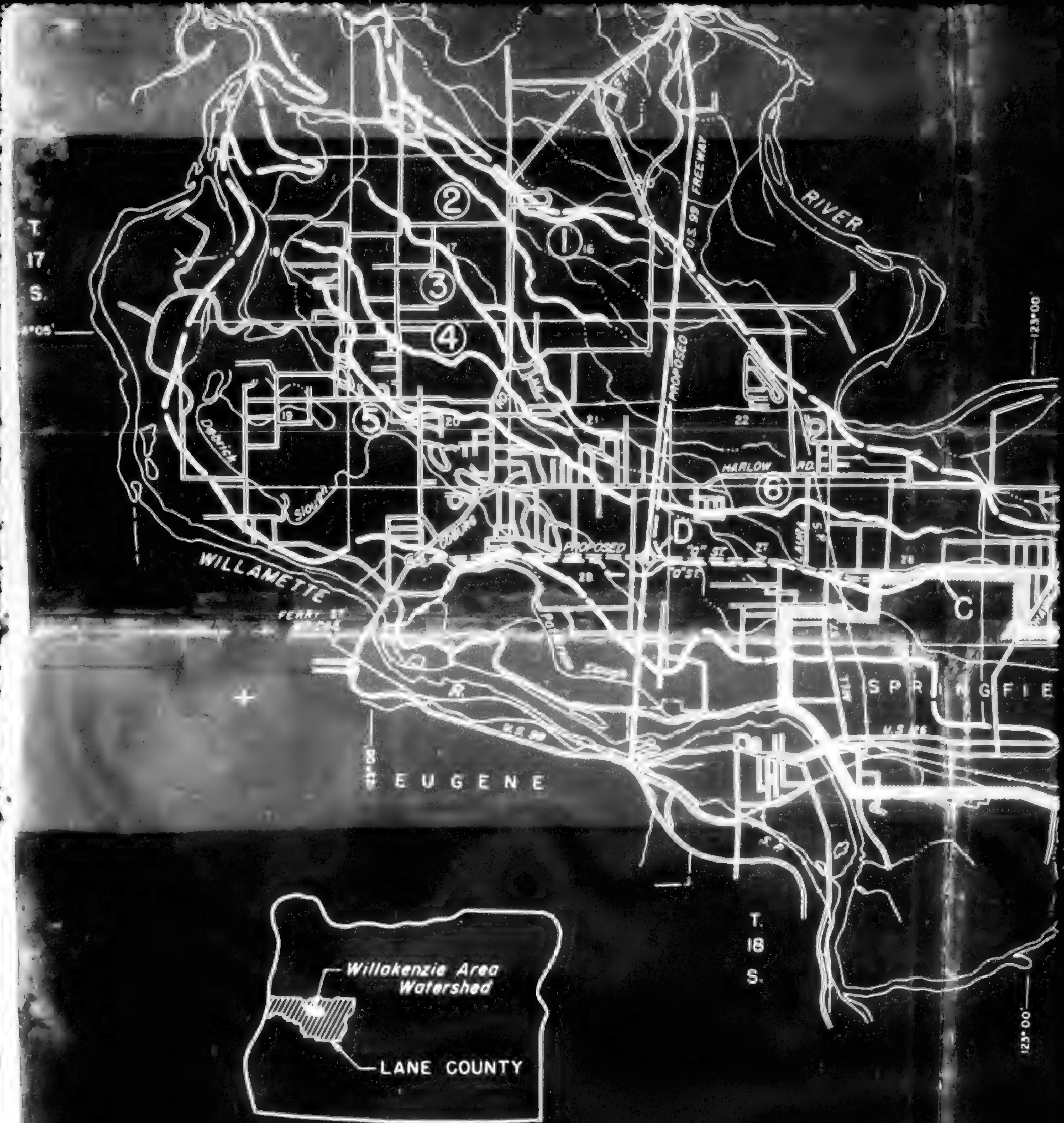
FIGURE 2

PLANNED STRUCTURAL MEASURES
WILLAKENZIE AREA WATERSHED
LANE COUNTY, OREGON

MARCH 1958

LEGEND

1 – 6	Channel Improvement
A	High Banks Road Dike
B	69th Street Floodwater Diversion
C	"Q" Street Floodway (East Springfield City Limits at Mc Kenzie Ditch to Mill Street)
D	Highway Floodway (Included in State Highway Program)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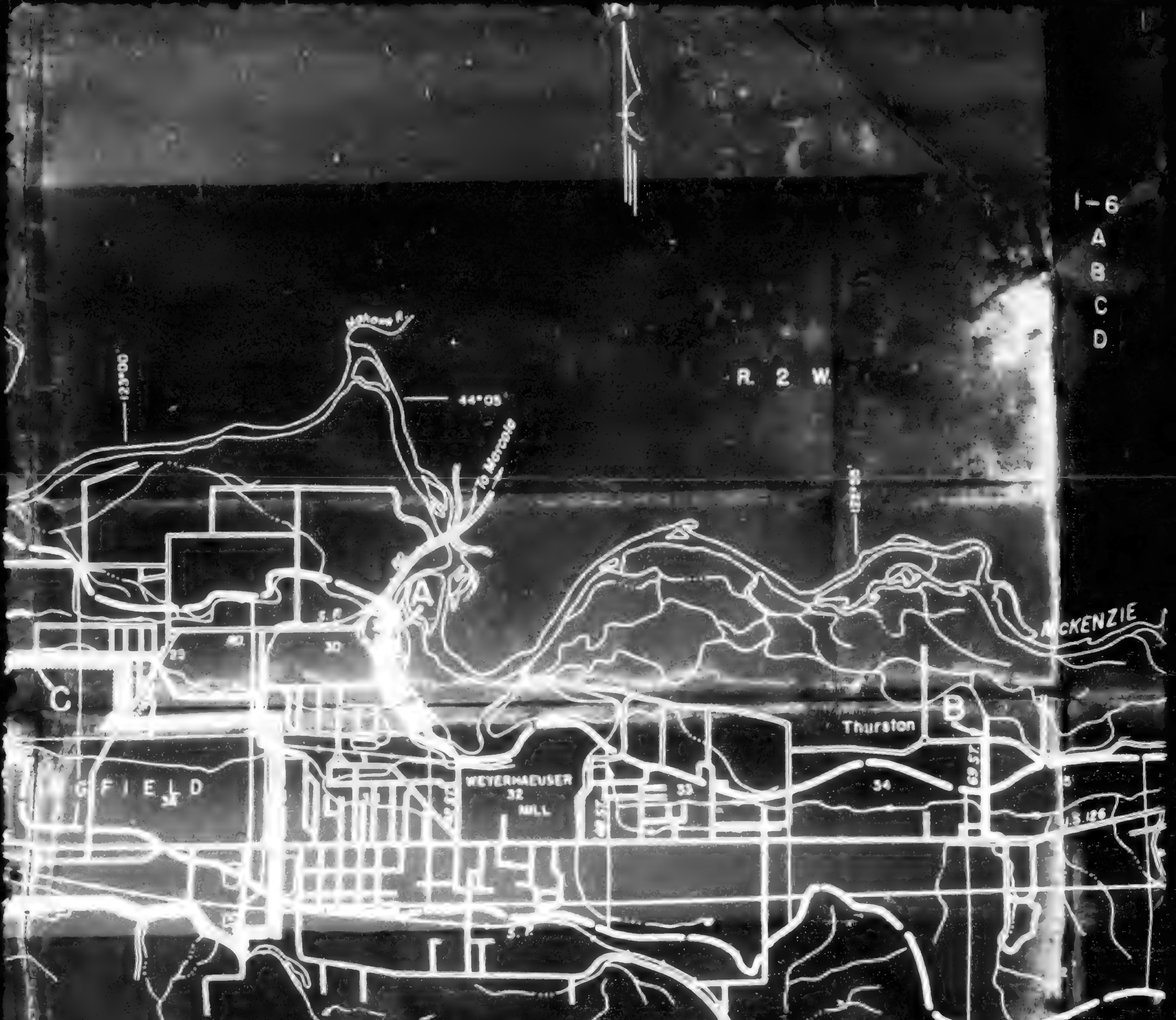
RIVER
WILLAMETTE
Debrick Slough
PROPOSED
U.S. 99 FREEWAY
HARLOW RD.
LAURA ST.
"Q" ST.
"O" ST.
PROPOSED
FERRY ST BRIDGE
R
U.S. 99
EUGENE
SPRINGFIE
C
D
U.S. 126
S.P.
T. 18 S.
Willakenzie Area Watershed
LANE COUNTY

LOCATION MAP

U. S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE M-2507-2


1-6
A
B
C
D
Mohawk R.
44°05'
To Marcola
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30
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B
Thurston
McKENZIE
NGFIELD
31
WEYERHAEUSER
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MILL
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34
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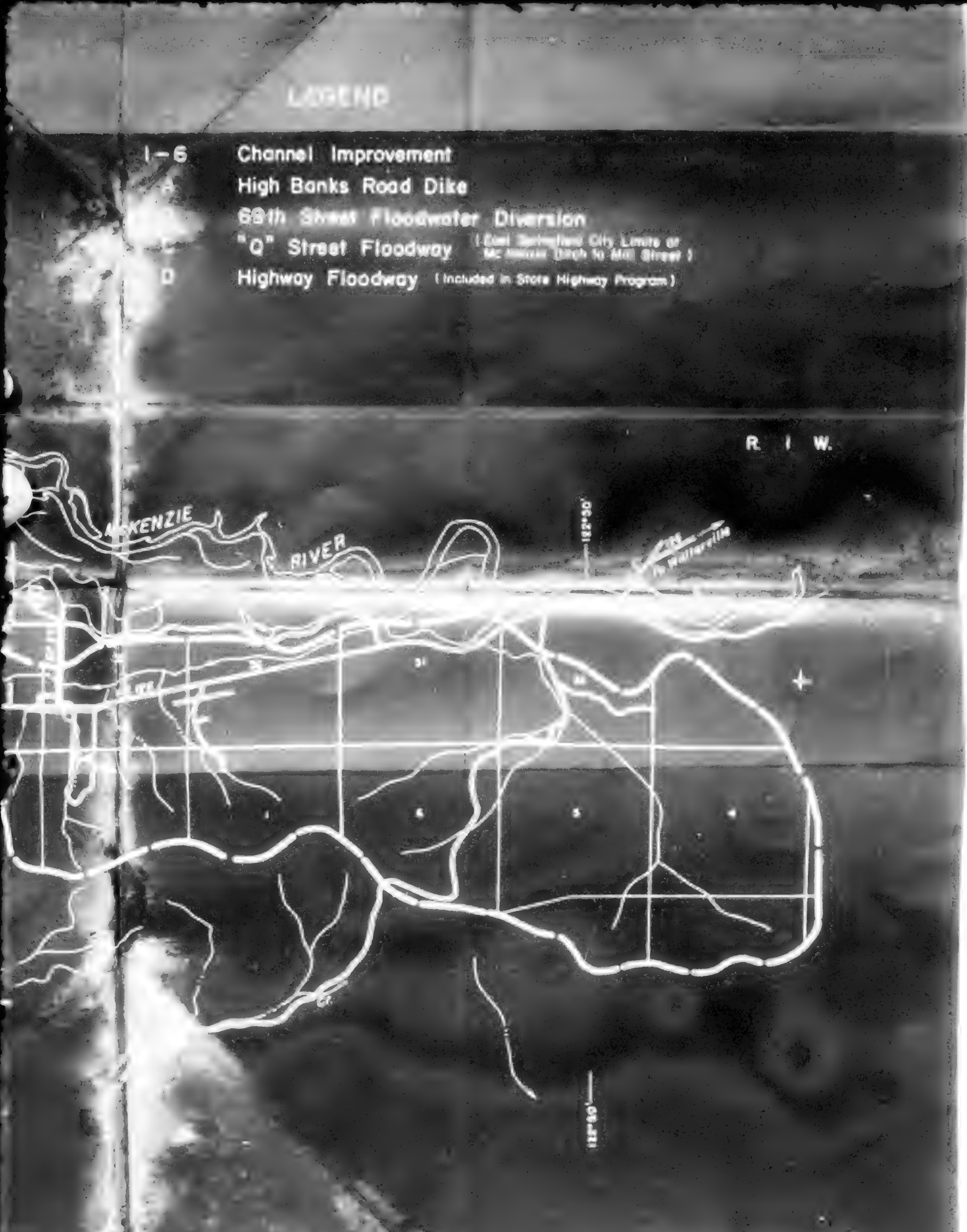
U.S. 126
S.P.
MIDDLE
FORK
WILLAMETTE
RIVER
To Jasper


LEGEND
1–6 Channel Improvement
A High Banks Road Dike
69th Street Floodwater Diversion
C "Q" Street Floodway (East Springfield City Limits or Mc[illegible] Ditch to Mill Street)
D Highway Floodway (Included in State Highway Program)
R. 1 W.
McKENZIE RIVER
To Walterville
Cr.

7-E-19703-N

[illegible]

5496

FORM E-129-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 5 transmitting the objections of Mr. Gordon K. Wylie to Representative Charles O. Porter regarding the floodway ditch being constructed along the "Q" Street route in connection with the over-all construction of the McKenzie River-Willamette River Section of the Pacific Highway, Contract No. 5496.

Mr. Wylie, in describing the route, apparently got his directions mixed up, as the floodway jogs south at the "Q" Street interchange rather than north as he stated. I forward herewith a map showing the floodway ditch throughout its length. The following are facts which will serve to answer your questions and give you further background in the matter:

1. The floodway plan, as it is being constructed, was developed by the Soil Conservation Service.

2. In the development of this plan, the Soil Conservation Service people worked very closely with Mr. Harold Merryman, District Sanitary Engineer for the State Board of Health, and Mr. John C. Stoner, County Sanitarian. I am further advised that the Soil Conservation Service will not participate in a project in which substantial pollution is involved. Because of this, certain areas east of Springfield were not included and the floodway was terminated at 32nd Street.

3. Any surface water that originates in or passes through an inhabited area is likely to carry contamination to some degree. In this case, the presence of the water should not be considered objectionable, but it should be kept from contact with domestic water sources. Actually, ground contamination from floodwaters would be less than from septic tank disposal fields in the area.

NOTED
JACKSON

4. In the area near the Wylie property, the ditch is a minimum of 14 feet deep and the 50-year water surface is a minimum of 7 feet below ground. The tendency will, therefore, be for local water in the area to infiltrate into the ditch rather than diffusion of ditch water into the soil.

5. In the specific case of Wylie, there is a well on rental property owned by Kenneth H. Wylie (reported to be the father of Gordon K. Wylie) that will be about 70 feet from the center line of the ditch. Both the County Sanitarian and the District Sanitary Engineer have recommended that the well be relocated and the County Court has agreed to assume the expense. This is the only item that is considered by the above two men to require attention.

6. The agreement of the State and Lane County and the McKenzie Water Control District, of which you have been previously sent a copy, clearly sets forth the respective responsibilities and liabilities of the parties, the State's responsibility being solely for the reconstruction between Hill Street and Coburg Road. No operational responsibilities are involved.

7. Pollution of streams, ditches and waters of this state is an abatable nuisance with police powers vested in the sanitary authorities.

In view of the foregoing, we believe the overall drainage and floodway plan to be beneficial to the area and the Highway portion of the construction to be justified by the benefits received, which are supply of borrow excavation for the construction of embankments, reduced cost of structures, et cetera.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. D. Morgan

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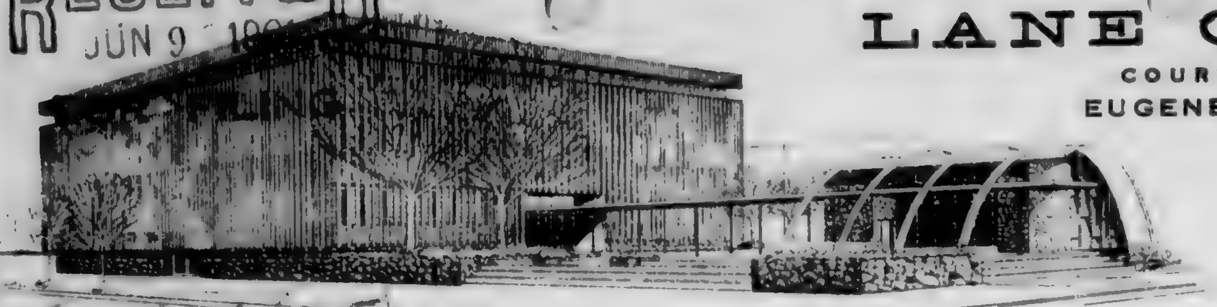


LANE COUNTY
COURT HOUSE
EUGENE, OREGON

BOARD OF
COUNTY COMMISSIONERS
KENNETH NIELSEN
JESS HILL
RALPH PETERSEN

[illegible] 4(25) [illegible]
[illegible]496

June 12, 1959

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

This letter is written to inquire of the State Highway Department if they will cooperate with Lane County, Oregon and the Soil Conservation Service, U. S. Department of Agriculture, in the 69th Street Floodwater Diversion in the Willakenzie Area Watershed, as shown in the Watershed Work Plan, Figure 6.

Enclosed herewith is a copy of the Work Plan for the entire project, should you not have one available at your office.

Also enclosed are two prints of the recorded map of County Road No. 1227, and copies of field notes and resolution.

The easement from the State to the County, as mentioned in the resolution and field notes, can not be found in our office, though apparently such matter was concluded, but if such is not the case, perhaps the Highway Department would prepare and transmit an executed copy of an easement for the County to use for road purposes. The west 15.0 feet of the tract of land acquired from Rosa Baughman by deed recorded in Book 167, Page 597, Lane County Record of Deeds.

The Soil Conservation Service has asked us to determine and decide what body or agency will be responsible for each phase of the project, and who will be the contracting officer on each phase or unit. Everything has been decided upon except the 69th Street Diversion, which involves an additional 48" x 50' culvert under the McKenzie Highway and the cleaning, widening and improvement of the existing ditch northward to a slough.

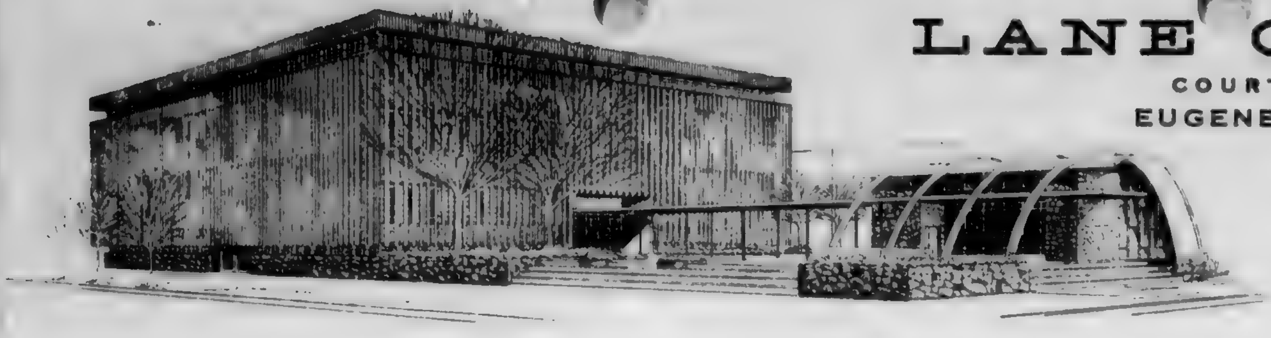
We would like you to answer the following:

(1) Will the State, at its cost, install the 48" x 50' culvert beneath the McKenzie Highway

(2) Will the State be willing to become contracting officer on the channel improvement northward to the slough (construction to be Federal cost)

(3) Will the State be willing to accept the operation and maintenance of the culvert and ditch thereafter

We wish to call your attention to the fact that the present ditch has been constructed by the State within the State right of way and has been operated by the State since its installation in 1931, or thereabouts.



LANE COUNTY
COURT HOUSE
EUGENE, OREGON

BOARD OF
COUNTY COMMISSIONERS
KENNETH NIELSEN
JESS HILL
RALPH PETERSEN

II

We also wish to inform you that there is no other agency to accept these responsibilities other than County or State, and since the State presently owns and operates the ditch, it is hoped that your Department will accept the responsibility as contracting officer and will continue maintenance and operation.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

Kenneth Nielsen Commissioner

Jess Hill Commissioner

Ralph Petersen Commissioner

FEW:oc
Enc.

RECEIVED

– Forrest Cooper

RECEIVED

FORM E-128-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 12, 1959

Donald R. Husband
Attorney at Law
Washburne Building
72 West Broadway
Eugene, Oregon

Re: Oakway Water District Water
Line Adjustments
McKenzie River-Willamette River Sec.
Pacific Highway
Lane County

Dear Mr. Husband:

This letter is in answer to your request by telephone yesterday that I send you authorities relative to the right of the State to demand the removal of the Oakway Water District facilities to a new location at the expense of the Water District for the purpose of allowing the State to proceed with the construction of the McKenzie River-Willamette River Section of the Pacific Highway.

I first call your attention to ORS 366.320 sub-section 3, which provides that all rights of way owned or held by the several counties over and along any roads adopted as state highways are vested in the State, by and through the State Highway Commission.

It is our position that the State can order the removal of the water facilities at the expense of the Water District, because the Water District is using the right of way pursuant to the provisions of 374.305, 307 and 310, whether that permission was given, either by the county or by the State.

The right to require the District to remove the facility is based upon an exercise of the police power of the State. It is our feeling, therefore, that regardless of the franchise that was issued to your clients by the county, and the provisions therein contained State can now, since it has title to the property involved, order the removal of the facilities.

I think it is well established that the governmental power to control and regulate the use of the highways in the public interest cannot be surrendered or impaired, and the exercise of the police power of the State to control and regulate the use of the highway is inalienable. See 25 Am. Jr., Highways 258 - Northern Pacific R.R. Co. v. Minn. ex rel Duluth, 208 U.S. 583, 52 L.Ed. 630 and 28 S.Ct. 341.

Other authorities in line with those I have just cited to you would be Pearson v. Twohy Bros. et al, 113 Or. 230, p. 240; Chicago, Milwaukie and St. Paul R.R. v. Minneapolis, 34 S.Ct. 400, p. 402; and Woodburn v. Public Service Commission, 82 Or. 114, p. 120-122.

It is our feeling, therefore, that, even had the county given your company a franchise to put their facilities within a county road and even though it had further agreed to reimburse your company in the event they were required to remove them, such a contract would be ultravires. Further, when the State took over the portion of the county road now involved it became a state highway, and when the State then exercised full and complete control over the highway and its use, maintenance, construction, repair, etc., any utility using the right of way would have to move at the request of the State providing such a request was made in order to allow for the improvement of the highway facility. Such request would be based upon an exercise of the police power of the State, and in our opinion, the Water District would have to make such change at its own expense.

I have further consulted with the officials of this Department and the Chairman of the Highway Commission, and I am informed that it is still the policy of the Commission that the removal of facilities within the right of way must be done at the expense of the organization owning the particular facility.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:mab

cc - J. W. DeSouza
W. C. Williams
Forrest Cooper

RECEIVED
JUN - 9 1959
FOR FILING
I-5-4(25)193
5496

Gen. Files

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: McKenzie River-
Willamette River Section
Pacific Highway-Lane County
Project I-5-4(25)193,
I-105-4(102)195,
S-145(6)

Dear Sir:

Herewith are three copies each of the estimates and sketches in connection with adjustments of the Eugene Water and Electric Board power and water facilities on the above project.

This completes the agreement with the Board for this phase of the construction. Authorization to proceed with this was approved as of May 21, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

Enc.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I 54(25)193

Salem, Oregon
June 8, 1959

5496

SUBJECT: McKenzie R.-Willamette R.
Pacific Highway
Contract No. 5496

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to the proposed change in type of fencing along the "Q" Street Spur. I return to you herewith a sketch map showing the fencing type along this section which we contemplate.

Will you please secure two Price Agreements from the contractor, one for Type 3 Fencing and one for Chain Link Fencing. This must be done in this matter so that we can secure reimbursement from the Bureau of Public Roads on the Chain Link Fencing and the amount of Type 3 Fencing which they have agreed to participate in to this extent.

The Chain Link Fence should be 6 feet high with 45 degree angle arms with barb. I forward herewith a quote from Heintz Construction Company for Type 3 Fence which they gave me as an answer to a verbal inquiry. This appears high. Please see if it can be reduced. We will, of course, have to accept it if it cannot. The going price for Chain Link Fence of the type proposed is approximately $3.00 per foot.

See what can be negotiated along this line. Please give this your early attention as they want to get started with the fencing in the area at the earliest possible time.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:fp:jw

Attach.

cc Forrest Cooper

RECEIVED
JUN 10 1959
FOR FILING
I-5-4(25)193

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

5496

408 State Highway Bldg.
Salem, Oregon

June 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)193,
McKenzie River-Willamette River
Section of the Pacific Highway

Dear Sir:

With reference to Mr. R. L. Porter's letter of June 1, 1959, submitting copies of Mr. J. W. DeSouza's letter to the Eugene Water and Electric Board, covering adjustments of their power line near station FW 127+50, it is our thought that this work is non-participating with Federal Funds as it is covered under your agreement, dated March 6, 1959, with Lane County, under paragraph 2 of "Things to be Done by County", which states:

> "The acquisition of right of way shall include the removal, replacement or movement of all power poles and power lines within the right of way to be acquired by the county that is necessary for the construction of the floodway."

The construction plans show the above adjustments are outside the rights of way acquired by the State and, therefore, was not authorized to proceed in our letter of May 21, 1959.

Porter file

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

When replying, refer to
08-35.4-0

J 2 41251

5496

408 State Highway Bldg.
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-4(25)193, McKenzie River-Willamette River Section, Pacific Highway, we hereby concur, as of this date, in award of Contract No., 5496 to R. A. Heintz, Construction Co., of Portland, Oregon, low bidder in the total amount of $1,852,309.50 for this project and projects I-105-4(102)195 and S-145(6), at the May 5, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

RECEIVED
JUN - 8 1959
FOR FILING

June 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Projects I-5-4(25)193, I-105-4(102)195 and S-145(6), to R. A. Heintz Construction Co. of Portland on the basis of the bid of $1,852,309.50 submitted on May 5, 1959.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson
Forrest Cooper
Deputy State Highway Engineer

RLP:bb

A

RECEIVED

4(25)193

When replying, refer to
08-35.4-0

5496

408 State Highway Bldg.
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-105-4(102)195, Eugene Spur Route (Pacific Hwy.-Ferry St. Bridge Sec.) we hereby concur, as of this date, in award of Contract No., 5496 to R. A. Heintz Construction Co., of Portland, Oregon, low bidder in the total amount of $1,852,309.50 for this project and projects I-5-4(25)193 and S-145(6), at the May 5, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Baxter

RECEIVED
FORM E-30 50M 6-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I 5-4(25)193

Salem, Oregon
June 5, 1959

5496

SUBJECT: Box culvert change,
McKenzie River-Willamette
River Section, Pacific Hwy.

To: Mr. G. S. Paxson

At Station "G" 6+32 we recommended a 7' x 4' box culvert. Aside from very minor local discharge, this culvert would be expected to handle the McKenzie River overflow which is handled by the Southern Pacific Company with a 30-foot trestle and by the county with an 18-inch pipe under a sag section in their road. We recognized the fact that it would make very little impression on the flood plain east of the trestle whether this overflow channel were left open or closed, and a large opening was really unnecessary; however, we did not want to put the Highway Department in the position of blocking an existing flood channel.

Information has now reached us that the Southern Pacific Company is considering replacing their trestle at Mile 648.60 on the Woodburn-Springfield Branch, with an 18-inch pipe, as recommended by their local engineer. We feel that no damage would be done to anyone were the Department to follow suit and change the 7' x 4' box culvert in favor of an 18-inch pipe.

The contractor wants to build this box culvert immediately, and therefore Resident Engineer Gall would like to have a decision soon in order to get the reinforcing steel ordered. The railroad would require at least 30 days to process their proposed trestle replacement, so it appears that the Department must take the initiative in the matter.

We would suggest that Mr. Gall investigate the necessity of installing the 12-inch culvert through the road approach left of Station "G" 4+25.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

John C. Jenkins

NOTED
G. S. PAXSON

RECEIVED
JUN - 9 1959
FOR FILING

I5-4(25)173

5496

Salem, Oregon
June 5, 1959

Mr. Tom Edwards

Box Culvert Change
McKenzie River-Willamette
River Section
Pacific Highway

Please change the 7' x 4' box culvert at Station "G" 6+32 to an 18-inch pipe. The culvert on the plans was intended to handle McKenzie overflow in an amount equivalent to the capacity at design flood elevation of the Southern Pacific Railroad trestle just east of this station. We have learned that the Southern Pacific intends to replace their trestle with an 18-inch pipe, confining McKenzie flood flows to the flood plain. There is, therefore, no longer any need for the 7' x 4' box.

It may also be possible to eliminate the 12-inch pipe through the approach road left of Station "G" 4+25. Please have this investigated.

G. S. Paxson
Assistant State Highway Engineer

RCE:ar

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JUN 30 1959
FOR FILING

496

June 5, 1959

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 17, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for grading on the McKenzie River-Willamette River Section of the relocated Pacific Highway in Lane County for the sum of $1,858,309.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5496.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 5, 1959

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland, Oregon

Contract for grading on McKenzie River-Willamette River Section of relocated Pacific Highway in Lane County for which you submitted low bid on May 5 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

W. C. Williams

RECEIVED
JUN - 8 1959

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

I 5-4(55)75

549

June 4, 1959

NOTED
W. C. WILLIAMS

Mr. Donald R. Husband
Attorney at Law
Washburne Building
72 West Broadway
Eugene, Oregon

Re: Oakway Water District
Water Line Adjustments
McKenzie R.--Willamette River Sec.
Pacific Highway
Lane County

Dear Mr. Husband:

Upon my return, I was informed by Mr. DeSouza of your negotiations concerning the above matter.

At the time of your dealing with the Commission relative to the Santa Clara and River Road Water Districts it may have been that the Commission's policy at that time was as stated by Mr. Baldock in his letter. I was not Chief Counsel then and, of course, am not aware of the Commission's actions.

However, the Highway Commission rather recently, in fact, within the last few months, have declared it to be their policy that any utility occupying highway rights of way pursuant to ORS 374.305, 307 and 310, must, if the improvement, widening or reconstruction of the highway demanded, move the facilities in order to allow the completion of the highway improvement.

I have been instructed by the Commission that, in the event a utility such as the Oakway Water District is financially unable to move the facilities, the Highway Department will do so, keeping complete records of the cost of such removal and replacement, and then will look to the Water District for reimbursement in the amount involved.

The Commission feels that this policy is more in line with the statutes applicable and they feel, consequently, that an adherence to such a policy is in the best interests of the road users of this State.

Should there be anything further that you wish to discuss with me concerning this, please be assured I would be more than happy to meet with you.

With kind personal regards, I remain

Very truly yours,

L I Lindas

L. I. LINDAS
Chief Counsel

LIL:bp

RECEIVED
JUN - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 5 1959

FOR FILING

I-5-4(25)193

5496

June 4, 1959

McKenzie River Improvement District No. 1
Route 2, Box 282
Eugene, Oregon

Attention: Fred G. Knox, President

Dear Sir:

This is to acknowledge your letter of May 28, received in this office on June 3, concerning the possibility of flooding and erosion through the McKenzie River Improvement District due to State Highway construction on the Pacific Highway.

Copies of your letter are being forwarded to the State Highway Engineer, Mr. W. C. Williams, and to the Commission's Chief Counsel, Mr. L. I. Lindas, for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Mr. W. C. Williams
Mr. L. I. Lindas

FQ:rj

May 28, 1959

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

At a regular meeting of the McKenzie River Improvement District Number 1, it was resolved by those present to instruct the President to write you as follows:

As the Oregon State Highway Commission has, "under threat of condemnation", purchased a right-of-way bisecting this district, said right-of-way to be used for a freeway, and as plans for this freeway include filling, leveeing and ditching, and as filling and leveeing amount to a dike, and as land in this area is flooded almost annually by the McKenzie River, it is the opinion of the residents in this district that insufficient and inadequate aquaducts are planned. This fill will cause a major flooding of those lands East of the freeway and possible erosion at the culverts or bridges, also that the construction of ditches in this flooded area is impractical and could cause erosion to private lands.

The purpose of this letter is to notify the Highway Commission that if such damages occur, the responsibility will rest on them.

McKENZIE RIVER IMPROVEMENT DISTRICT NO. 1

By Fred G Knox
Fred G. Knox, President

RECEIVED
JUN 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN - 9 1959
FOR FILING

I 5-4(25)193

5496

Gen. Files

June 4, 1959

Mr. R. A. Heintz
R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Dear Mr. Heintz:

In line with our telephone conversation of this date, this is to request that you grant the State Highway Department until June 11, 1959, to award to you the contract for grading the McKenzie River-Willamette River Section of the Pacific Highway in Lane County. This proposed work involves Federal Aid Projects I-5-4-(25)193, I-105-4(102)195 and S-145(6).

The reason for this request is to clean up a few remaining land parcels needed for right of way. If these parcels can be secured prior to June 11, it is agreed that the contract will be awarded at that time.

May we have your concurrence to this request at your earliest convenience?

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:mfh

cc: Mr. Forrest Cooper

RECEIVED
JUN - 4 1959
FOR FILING
I-5-4(25)19
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McKenzie River-Willamette River Sect.
Pacific Highway-Lane County
Project I-5-4(25)193, I-105-4(102)195
S-145(6)

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with a Eugene Water & Electric Board power transmission line crossing the floodway near Station FW 127+50 on the subject project. This location was not included in the letter of May 15, 1959.

The work was included in the preliminary estimate and will be included in the Company's estimate. Authorization to proceed with revision of the Board's facilities was approved as of May 21, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
MAY 28 1959

FOR FILING

I 5-4 (WS) 16

5496

May 27, 1959

1281

Mr. K. R. Will[illegible]

Mrs. L. C. Prohaska
Secretary-Treasurer
B-D Corporation
58 Donner Place
Eugene, Oregon

Dear Mrs. Prohaska:

In reply to your letter of May 13, Mr. Mark H. Astrup, our Landscape Engineer, and Mr. J. F. Putnam, Assistant Division Engineer, have reported to me that they have gone over your [redacted] lem relating to the saving of as many trees as possible wit on the ground.

It is, of course, in our interest to retain as m the existing screen between the freeway location and the adjacent property as possible as utilization will cut our later expense in this respect. I wish to express my appreciation for the time that you took to go over this matter in detail with our people. If you have any further questions, please feel free to contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Mark H. Astrup

LMF:Cp:ae

FORM E 90 25M 9-57 52815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1959

SUBJECT: McKenzie R.-Willamette R.
Section
Pacific Highway

To: Mr. Tom Edwards
Construction Engineer
Building

Attention: Mr. L. H. Young
Asst. Construction Engineer

Assistant Division Engineer Putnam, Resident Engineer Gall and I called on Mrs. Prohaska and also talked with several of the neighbors regarding the clearing on the subject section. They were concerned about the closeness of the highway to their property and were desirous of retaining as many of the existing trees as possible.

The sub-division and the highway are located in an old walnut orchard at this point, approximately Station 75. Two walnut trees in question, on the property next to Mrs. Prohaska, were outside the clearing line but one of two rows of filberts westerly of this point will have to be cleared. We also went over the location between the walnut orchard east of Station 90. One row of walnut trees can be saved, although possibly the lower limbs of the more easterly trees should be trimmed to prevent breakage by construction equipment.

This sub-division is comprised of homes ranging in price from $20,000 to $25,000. Apparently they were given erroneous information re the highway development and they are gravely concerned over the intrusion of a high-speed highway through their suburban properties. Many of the residents have been using a portion of what is now highway right-of-way for the location of swings for children, extending their grass or for small garden plots. The erection of the fence will eliminate this use and will cause additional irritation as, unless extensive planting is done, it will be an unwelcome intrusion on their outdoor living rooms. The Department, and the Resident Engineer in particular, has a difficult public relations problem in this

CONSTRUCTION DIVISION
RECEIVED
MAY 22 1959
NOTED-- ☐☐☐☐☐

locality which can only be handled successfully through the use of the utmost tact and diplomacy.

In my opinion the Type 2 fence is entirely unsatisfactory here, both from the standpoint of appearance and utility. I recommend that favorable consideration be given to the installation of a chain link fence at this and similar locations where it is necessary to fence the right-of-way.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 22, 1959

SUBJECT: Assign. #97-Y
McKenzie River-Willamette River Sec.
Pacific Highway
Mrs. Prohaska

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: L. H. Young

In accordance with your request, Mr. Mark Astrup, Mr. C. C. Gall and I contacted Mrs. L. C. Prohaska regarding her desire to have someone from the Highway Department explain to her our policy on clearing and to indicate in the field those trees and shrubbery which could be saved. The clearing had previously been staked in the area that Mrs. Prohaska was interested in so we were able to delineate quite clearly just where the clearing line would be and which trees would remain. The area she is primarily interested in is on the "Q" Street line between Stations 65 and 95. Their main interest is in the retaining of a ~~screen~~ screen between their properties and the traveled way to act as both a noise deterrent and visibility barrier.

A total time of two hours was spent with Mrs. Prohaska and she was quite grateful and seemingly satisfied with ~~the~~ our explanations.

I would like to point out at this time that our right of way line through this area is the back property line of the lots and that according to the plans a Type 2 fence has been designated. This area has a goodly number of children and dogs with the possibility that they could crawl through the fence and get onto the freeway. I would like to recommend that a Type 3 fence be substituted in the urban areas where there is a possibility of encroachment by children.

J F Putnam
J. F. Putnam
Asst. Division Engineer

dls

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1959
NOTED-- ☐☐☐☐☐

REFERRED TO
Cooper
by State Highway Engineer

R-D Corporation
58 Donner Place
Eugene, Oregon
13 May 1959

Mr. W. C. Williams
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am writing this letter in behalf of the home-owners of the Riverdale Corporation. At our recent annual meeting, we decided to write to your department asking that the trees, consisting of walnut, filbert, and miscellaneous deciduous types located on state highway property and adjacent to home-owners property, be saved wherever possible.

We understand, of course, there are many places where this will be impossible, but we understand that where the actual pavement is to exist from the center line over to the property lines, many of the trees will be north of the actual construction.

You may also remember our conversation over the telephone in Eugene last Thursday the 8th (the day of the luncheon at the Eugene Hotel) concerning this subject, in which you indicated a field inspection trip by yourself or a highway representative might be possible to indicate which trees and foliage could be saved. We would appreciate very, very much if you could send a representative to see us. In that way we will not all be rushing out individually whenever we see workmen, who however sympathetic would have no authority.

The properties involved are on the south side of Country Lane and cul-de-sacs off Country Lane and adjacent to the north of Q Street before intersecting with Coburg Road.

Cooper please have someone attend to this

Figure Take care of this. Dell

Yours very truly,

Mrs L. C. Prohaska
Secretary-Treasurer
[illegible]-2[illegible]77

MAY 13 1959

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Thursday 11 am at Hwy office - Chandler visiting

RECEIVED
MAY 27 1959
FOR FILING
I 5-4(25)193
5496

When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-105-4(102)195
McKenzie River-Willamette River Section
(Ferry St. Interchange) of Pacific Highway-Oakway Water District - Relocation
of fire hydrants.

Dear Sir:

Authorization is hereby granted to proceed as of May 21, 1959, with the restoration of service line located near Station "Q"58 of the Oakway Water District facility on the above project.

Reimbursement will be contingent upon satisfying the provisions of FPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Edwards
Porter

RECEIVED
MAY 27 1959
FOR FILING

I 5 4(25)193
5496

When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)193, I-105-4(102)195
McKenzie River-Willamette River Section,
Pacific Highway-Pacific Telephone & Telegraph
Co. - Adjustment of telephone lines.

Dear Sir:

Authorization is hereby granted to proceed as of May 21, 1959, with necessary adjustments of the Pacific Telephone and Telegraph Company's lines on the above project as requested in your letter of May 15, 1959, by Mr. J. W. DeSouza, Ass't Counsel.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Porter
edwards

RECEIVED
MAY 27 1959
FOR FILES
I 5 4 (25) 193

5496

When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)193, S-145(6)
McKenzie River-Willamette River Section
of Pacific Highway - Pacific Power and
Light Company - Adjustment of power lines.

Dear Sir:

Authorization is hereby granted to proceed as of May 21, 1959, with necessary adjustments of the Pacific Power and Light Company's lines on the above project as requested in your letter of May 18, 1959, by Mr. J. W. DeSouza, Ass't Counsel.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Porter
Edwards

RECEIVED
MAY 28 1959
FOR FILING

I 5-4(25)193

5496

May 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the bids that were opened on May 5, 1959, by this department for the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Projects I-5-4(25)193, I-105-4(102)195 and FAP No. S-145(6) which consists of 4.19 miles of grading.

This department originally estimated the cost of this job to be $1,643,935.70 but after being advised that contractors were having difficulty in securing sources of borrow materials at reasonable prices, our estimate was raised to $2,427,313.35.

On May 5, 1959, we received 8 bids for this proposed contract which ranged from a low of $1,852,309.50 to a high of $2,727,465.00. As all 8 bidders are well known reputable contractors, it is evident that our first estimate was unrealistic and our second estimate was unreasonably high. The low bid is 12.7 per cent above our original estimate and it is our opinion that the chance of securing a lower bid by readvertising is remote. It is therefore requested that you concur in the award to the low bidder at the time the Highway Commission makes the award.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

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[illegible]

I-5-4(25)193

5496

When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)193, I-105-4(102)195, S-145(6), McKenzie River-Willamette River Section of Pacific Highway - Eugene Water and Electric Board - Adjustment of power and water facilities.

Dear Sir:

Authorization is hereby granted to proceed as of May 21, 1959, with the necessary adjustments of the Eugene Water and Electric Board lines on the above project as requested in your letter of May 15, 1959, by Mr. J. W. DeSouza, Ass't Counsel.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Porter
Edwards

NOTED

RECEIVED
FORM E-30X—50M—2-59—19190
MAY [illegible]

FOR [illegible]

F-S 4(25)1(5)

5476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1959

SUBJECT:

To: MEMO TO THE FILES

NOTE
W. C. WILLIAMS

With reference to an informal conference with Mr. Polk and Mr. Cowan of the Bureau of Public Roads, 4:00 p.m. this date, the undersigned wishes to record the following information:

On the "Q" Street extension of the McKenzie River-Willamette River Section, as a result of a 2:00 p.m. appointment between Mr. Barbee and a representative of 250 people residing in the area, request was made for substitution of Type III fence for the Type II fence as called for by the project specifications between Coburg Road and Garden Way on the north side only of said "Q" Street extension.

With the reservation that a letter be tendered to the Bureau of Public Roads outlining the circumstances under which the request was made, and pending the actual award of the contract, the BPR representatives stated that should they receive such a request, it would not be opposed.

JEMorelock
J. E. Morelock
Asst. Chief Locating Engineer

JEM:law

cc: Mr. W. C. Williams ✓
Mr. Tom Edwards
Mr. L. H. Young
Mr. D. J. Barbee

RECEIVED
MAY 2 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 25 1959
FOR FILING
I-5-4(25)173

5496

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(25)173
McKenzie River-Willamette River Section,
Pacific Highway

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Eugene Water and Electric Board covering adjustment of a power transmission line on the above project.

Authorization is hereby granted to proceed, as of May 21, 1959, with the necessary adjustments in accordance with the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Porter
Elw

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May 21, 1959

McKenzie R.-Willamette R. Section
Pacific Highway
Lane County
Project No. I-5-4(25)193,
I-105-4(102)195

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjustment of the Pacific Telephone and Telegraph Company's lines on the above project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

File P

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FOR FILING

I5-4(25)193

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McKenzie R.-Willamette R. Sect.
Pacific Highway
Lane County
Project I-5-4(25)173

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data in connection with revision of the Eugene Water and Electric Board power transmission line now under construction on the above project.

1. Three copies of Assistant Counsel's letter regarding the required revision and which establishes the obligation of the State to reimburse the Board for additional cost for changes in the type of construction.

2. Three copies of the Board's estimate covering the construction as planned and under way and the revision required by State Highway construction.

3. Three copies of the sketch, prepared by the Board, of the revised construction.

Your approval of the agreement and authorization to proceed with the construction of the power transmission line according to the revised plan as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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MAY 22 1959
FOR FILING

I-5-4(25)193

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McKenzie R.-Willamette R. Section
Pacific Highway
Lane County
Project I-5-4(25)193, S-145(6)

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting power lines of the Pacific Power & Light Company on the above project.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt.

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

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MAY 25 1959
FOR FILING

I-5-4(25)193

5496

McKenzie R.-Willamette R. Section
Pacific Highway
Lane County
Project I-105-4(102)195

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with the Oakway Water District's facilities on the above project.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

RECEIVED
MAY 22 1959
FOR FILING

I-5-4(25)193

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McKenzie R.-Willamette R. Section
Pacific Highway
Lane County
Project I-5-4(25)193, I-105-4(102)195,
S-115(6)

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting the power and water facilities of the Eugene Water and Electric Board on the above project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 19, 1959

SUBJECT: Pavement Design
McKenzie River-Willamette River
Section
Pacific Highway

To:
Mr. R. L. Porter
Office Engineer
Office

You are no doubt aware that there has been some discussion as to the Portland Cement Concrete pavement to be used on the caption named section of highway. Mr. Cooper has advised us that this pavement shall be laid in 60-foot panels with premolded filler to be at the 60-foot panel joints. These panels shall then be divided into 15-foot panels as follows:

A saw cut be made at mid-panel a period of 24 to 48 hours following the pour and these 30-foot panels then further divided 24 hours later by sawing at the 15-foot joints. Dowels to be used in the pavement only at construction joints. Longitudinal tie bards shall be used as per our standard paving plan.

If the contractor elects to pour the pavement slab 24 feet in width, the longitudinal joint shall be sawed at the contractor's expense.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

W.C.W.

LHY:fp

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAY 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-4(25)193

When replying, refer to
08-35.4

5496

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. assembly for Project I-5-4(25)193, covering the water line enclosure under the "Q" St. Interchange area on the McKenzie River-Willamette River section of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Probert /

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STATE HIGHWAY ENGINEER

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MAY 8 - 1959
FOR FILING
I 5-4(25)193
I 105-4(102)195
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May 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 08-35.4

Dear Sir:

This is in reply to your letter of April 21 relative to the high standards on the "I" line, which crosses Interstate 5 at Station 373+66 on the McKenzie River-Willamette River Section.

This was discussed more thoroughly with personnel from your office and it was agreed that the section would be changed to a 20-foot paved roadway with two-foot shoulders. This roadway is on an approximate 2[illegible]-foot fill and would require a guardrail on each side. It would be impractical to use a total width of 20 feet, as requested in your letter.

Our Traffic Engineering Division recently made a count on this road, indicating approximately 150 vehicles on the day counted. This would certainly justify the section arrived at.

Your letter also questioned the use of a 24-foot structure, but I believe that this is standard for use with a 20-foot pavement under the AASHO requirements. I definitely do not believe that it should be constructed any narrower.

I trust that you will review the situation and approve on this basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:law fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
o8-35.4

April 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

On April 17, 1959, we authorized your advertising for bids for grading Project I-5-4(25)193, McKenzie River - Willamette River Section of the Pacific Highway.

Upon further review of the plans we have noted what appears to be an unnecessarily high standard on the "I" line, a local crossroad at Sta. 373+66, serving three or four properties.

Since this is such a lightly traveled road we are unable to understand how it can justify use of a 20' roadway with 4' shoulders or a structure 24' in width.

It would appear more appropriate to use the standard indicated for use on frontage roads etc., as shown in the lower right corner of Sheet 2A of the plans. This provides a roadway of 20' total width.

On the same basis, it appears that a structure 20' wide should be adequate for this location.

It is also noted on Sheet No. 11 of the plans that the future contract for encasing the Eugene Water and Electric Board 45" main through the "Q" Street interchange is to include passage under Garden Way. We are unable to find adequate justification for inclusion of this added length.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

FCW

CONSTRUCTION DIVISION
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APR 22 1959
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APR 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4
I 5-4(25)193
5496

May 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-5-4(25)193
and I-105-4(102)195, McKenzie
River-Willamette River Section,
Pacific Highway, and "Q" St. Unit.

Dear Sir:

On April 17, 1959, we approved P. S. and E. documents for the above two Interstate projects to be let under one contract, along with adjacent S project 145(6). The approved engineer's estimates were $1,643,935.70 for project I-5-4(25)193 and $173,950.70 for project I-105-4(102)195.

On April 28, 1959, we received a revised estimate for project I-5-4(25)193 adding $800 for work by the Oakway Water District which is approved.

On April 30, 1959, we received revised estimates for both projects which changed the unit price for Embankment in Place, Unclassified, from $0.52 per cu. yd. to $0.80 per cu. yd., raising the estimates a total of $694,469.60. This is to advise that the April 30 estimates are considered too high and are not approved by this office. The estimates we are approving are $1,644,815.70, the April 28 estimate for project I-5-4(25)193, and $173,950.70, the April 13 estimate for project I-105-4(102)195.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Copy to Edwards

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY - 1959

FOR FILING
Lloyd L. Jackson
Medford

April 30, 1959

Mr. [illegible] W. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There has been some discussion between your office and this office regarding payment to the Eugene Water and Electric Board for the extra cost involved in routing its 115 KV line by a more circuitous routing than it had originally planned. As you are perhaps aware, the Eugene Water and Electric Board recently constructed a line up to the interchange area which contemplated the use of right of way owned by it across the interchange area. Physical construction has been accomplished to this point so far.

In our discussions, you indicated that you would consider this sufficient evidence of intent if further evidence were forthcoming to prove that the line has been financed. In this connection, I forward herewith a letter addressed to Mr. Tom Edwards and a statement from Mr. Harold H. King, Controller of the Eugene Water and Electric Board, certifying that the 1959 budget provides for an expenditure of $68,067 for the construction of this project.

In view of the foregoing, it is requested that the Bureau participate in the total cost of the reconstruction of the 115 KV line by the more circuitous route. Final plans and estimates of cost covering this will be submitted in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison
Mr. Walter T. Wright

LHY:fp fn

RECEIVED
MAY - 1959
FOR FILING

[illegible]
Medford

April [illegible], 1959

Mr. [illegible]
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There has been some discussion between our office and the Bureau regarding the degree of participation the Bureau would make on the construction of a water main enclosure protecting the existing 43-inch water line and providing for a 48-inch future water line under the various elements of the "[illegible]" Street Interchange.

The State has designed a 14-foot multiplate arch for this purpose and it will accommodate both installations. You have indicated verbally that you would participate only for the enclosure of the 43-inch pipe unless evidence were produced showing that the construction of the 48-inch pipe would be made in the foreseeable future. The Eugene Water and Electric Board has assured us that such is the case and has provided a summary sheet taken from its "Water Utility Construction Program—Years [illegible], inclusive" report. This report shows that it is planned to construct this line in the years [illegible]. I forward herewith a copy of a letter from the Eugene Water and Electric Board dealing with this matter and a copy of its construction program. The construction of this conduit to accommodate both pipes is one of the requirements made by the Eugene Water and Electric Board in order to secure title to its right of way.

In view of the above evidence, it is requested that the Bureau participate in the total cost of the conduit as required.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison
Mr. Walter T. Wright
Mr. Ivan D. Merchant
LLY:fp fn

MUNICIPAL UTILITIES
EUGENE WATER & ELECTRIC BOARD
500 EAST 4TH AVENUE - EUGENE, OREGON - PHONE DI 3-1661

BYRON PRICE, Supt.-Secy.
COMMISSIONERS:
L. W. TROMMLITZ, Pres.
OLUF A. HOUGLUM
CALVIN R. SMITH
EARL L. McNUTT
JULIO W. SILVA

April 28, 1959

Mr. Tom Edwards,
Construction Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Edwards:

In accordance with your request of this date, the following information is furnished as pertaining to our water and electrical system plans.

Enclosed in duplicate is a summary sheet taken from the "Water Utility Construction Program--Years 1959-68, Inclusive", report dated November 25, 1958. The ten year Water Department construction program is outlined in this summary sheet and it can be seen from the tabulation that the construction of a new water transmission line from Hayden Bridge to Eugene is scheduled for 1964 and 1965. By this time it is anticipated that the water use of the city would be such as to require this additional transmission capacity and we have, therefore, scheduled our construction accordingly.

Also enclosed is a memorandum dated April 28th, subject "Financial Status Project Authorization #355" from our Controller, which indicates that the project for the double circuit 115 KV transmission line on the 45" water line right-of-way has been budgeted and financed.

We will be pleased to furnish any additional information you may require upon request.

Sincerely,

EUGENE WATER & ELECTRIC BOARD

By: Byron Price
Byron Price,
Superintendent-Secretary.

BP:nef

Enclosures.

CONSTRUCTION DIVISION
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APR 29 1959
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EUGENE WATER & ELECTRIC BOARD

TEN YEAR WATER DEPARTMENT CONSTRUCTION PROGRAM

Year	Source of Supply	Filtration Plant	Transmission System	Reservoirs	Distribution Services & Etc.	Totals
1959	-	-	240xx	-	210	$ 450
1960	35+	290*	-	60x	210	595
1961	-	-	-	800++	210	1,010
1962	-	-	-	-	210	210
1963	-	-	270xxx	-	210	480
1964	35+	400**	600***	-	210	1,245
1965	-	-	500***	-	210	710
1966	-	-	-	800++	240	1,040
1967	-	-	-	-	240	240
1968	-	-	-	-	240	240
	70	690	1,610	1,660	2,190	$6,220

LEGEND -

+	Addition of 13,000 GPM Raw Water Pump.
++	Addition of 20 Million Gallon Reservoir.
*	Addition of 12.5 MGD Filtration Capacity.
**	Addition of 12.5 MGD Filtration Capacity plus Settling Basin.
x	Addition of High Level Reservoir Storage.
***	Additional Hayden Bridge to Eugene Transmission Line.
xx	Completion of Ferry Street to Garfield 30" & Lining old 30" Transmission.
xxx	Additional Transmission to New Reservoir.

NOTE:

The estimated expenditures for "Distribution, Services & Etc." consist of:

16 inch Subtransmission Mains --------	$40,000/yr.
12 inch & smaller mains --------------	$120,000/yr.
Services & Meters ---------------------	$50,000/yr.
TOTAL ----------------------------------	$210,000/yr.

R.W.M.
Nov. - 1958

INTEROFFICE MEMO
EUGENE WATER & ELECTRIC BOARD
Eugene, Oregon (F.68)

TO BYRON PRICE, Superintendent-Secretary

FROM HAROLD H. KING, Controller

Date APRIL 28, 1959

SUBJECT FINANCIAL STATUS PROJECT AUTHORIZATION #555.

Please be advised that our 1959 budget provides for expenditures in the estimated amount of $68,067.00 for construction of Project Authorization #555. This amount has been obligated for this work and is currently available for expenditure as required. The project as authorized is for the building of a double circuit 115 KV wood pole line from the Southern Pacific Railroad to Substation E. P. Currin on the 42" water transmission line right-of-way owned in fee simple by the Eugene Water & Electric Board.

Harold H. King

Harold H. King, Controller,
Eugene Water & Electric Board.

HHK:lm

RECEIVED

When replying, refer to
08-35.4

April 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

On April 17, 1959, we authorized your advertising for bids for grading Project I-5-4(25)193, McKenzie River - Willamette River Section of the Pacific Highway.

Upon further review of the plans we have noted what appears to be an unnecessarily high standard on the "I" line, a local crossroad at Sta. 373+66, serving three or four properties.

Since this is such a lightly traveled road we are unable to understand how it can justify use of a 20' roadway with 4' shoulders or a structure 24' in width.

It would appear more appropriate to use the standard indicated for use on frontage roads etc., as shown in the lower right corner of Sheet 2A of the plans. This provides a roadway of 20' total width.

On the same basis, it appears that a structure 20' wide should be adequate for this location.

It is also noted on Sheet No. 11 of the plans that the future contract for encasing the Eugene Water and Electric Board 45" main through the "Q" Street interchange is to include passage under Garden Way. We are unable to find adequate justification for inclusion of this added length.

Very truly yours,

C. G. Polk
Division Engineer

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FOR FILING
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-5-4(25)193

When replying, refer to
08-35.5

5446

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(25)193, grading, McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way and rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

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APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1959

To: Mr. G. S. Paxson

SUBJECT: 69th Street Floodway, Part of Soil Conservation Service Willakenzie Area Watershed Project

In January of this year, at a conference in Eugene between ourselves and representatives of Lane County and the McKenzie Water Control District, you will recall that we were informed that the so-called "69th Street Floodway" was based on an existing ditch constructed by the Highway Department. You requested that I uncover what information I could on the background of this ditch.

The ditch was constructed in October of 1930 as an added item to the Springfield-Cogswell Hill surfacing contract, No. 1101, and was decided upon as a cure for a flooding condition experienced during construction in December of 1929. At that time, water was diverted to the west at a point some 3,600 feet east of the present 69th Street and in flowing down to and past the ditch location it washed out about thirteen 18-inch farm approach culverts. Also included in the solution was installation of a second 30-inch pipe at the source of diversion. There were two 30-inch pipes at the 69th Street ditch location. The 69th Street ditch was constructed on a 40-foot strip (Deed Misc. S-20) with the ditch on the east side of the strip and the spoil placed on the west part, apparently. The ditch discharged into a slough (Cogswell Millrace) which paralleled the McKenzie River and discharged into it near the present Weyerhauser Mill. Also included in the construction project was a dam across the entrance to this slough below Hendricks Bridge. The dam was subsequently modified in about 1936 to provide the headworks for the irrigation and drainage ditch known as McKenzie Ditch. McKenzie Ditch now crosses the 69th Street ditch midway between the McKenzie Highway and Thurston Road.

The "Cogswell Millrace Dam" was overtopped by the McKenzie River about 0.5 foot in 1955 and presumably in other years, such as December 1945.

Subsequent to 1930, Lane County has used the portion of the ditch right of way upon which the ditch spoil had been placed, and some additional right of way to the west, to construct the present 69th Street. I understand the County was bothered by overflow of 69th Street between McKenzie Ditch and Thurston Road until the grade in this area was raised.

The present floodway system consists of a series of culverts in the south ditch of the McKenzie Highway, the largest of which is 24-inch, a channel coming down off the hill to the south and leading to the two 30-inch pipes

TED

under the McKenzie Highway, the existing 69th Street ditch with a bottom width of about 6 feet, a wood flume and side discharge structure carrying McKenzie Ditch over the 69th Street ditch and two 48-inch culverts through Thurston Road.

As I understand it, the watershed project would enlarge the bottom width of the 69th Street Ditch to 10 feet. The State Highway Department would be expected to enlarge the existing two 30-inch pipes under the McKenzie Highway by the addition of a 48-inch pipe. The McKenzie Ditch crossing would be handled by a reinforced concrete combination flume and drop structure. Two additional 60-inch pipes would be added to the two 48-inch pipes under Thurston Road. Lane County would provide the additional right of way required and the Thurston Road culverts.

For a 50-year flood the Soil Conservation Service design anticipates 180 c.f.s. at the outlet of the McKenzie Highway culverts, increasing to 255 c.f.s. below the drop structure and 295 c.f.s. at Thurston Road. These discharges are more or less comparable with those we determined.

There is some question in my mind as to the ability of the 24-inch driveway culverts and the existing channel to bring our estimated 140 c.f.s. to the inlet of the existing two 30-inch and proposed 48-inch culverts. I feel that it is quite probable that some portion of this flow will be lost to flow over the McKenzie Highway and out of the existing channel. If this escape does not take place, there will be a definite need for the proposed 48-inch pipe for a 50-year flood.

Talking the situation over with District Maintenance Superintendent D. J. Sage, he was quite positive that his experience with the two 30-inch pipes had proved them to be adequate (this includes the December 1955 flood). This is also the opinion of Mr. Sage's oldest foreman in point of service, who has been in the area for 13 years. He states that the existing two 30-inch pipes have always been able to carry the runoff without overflowing to the west.

Mr. Sage also threw in for consideration a proposed floodway at 64th Street and another at 57th Street, each similar to the 69th Street ditch. The present policy of the Department seems to be to avoid drainage projects as such and would preclude any floodway construction in these areas by the Department alone. There is also the question of Board of Health approval. It might be easier to obtain in the 57th and 64 Street areas since the population density here is less than farther west.

It would be my recommendation that we go along with the Soil Conservation Service project, if necessary, and install the 48-inch pipe since we are more or less committed to that, but that we not get involved in any additional projects at 64th or 57th Street until we have an opportunity to observe the results of the 69th Street Floodway.

John C. Jenkins

John C. Jenkins
Ass't. Research Engineer

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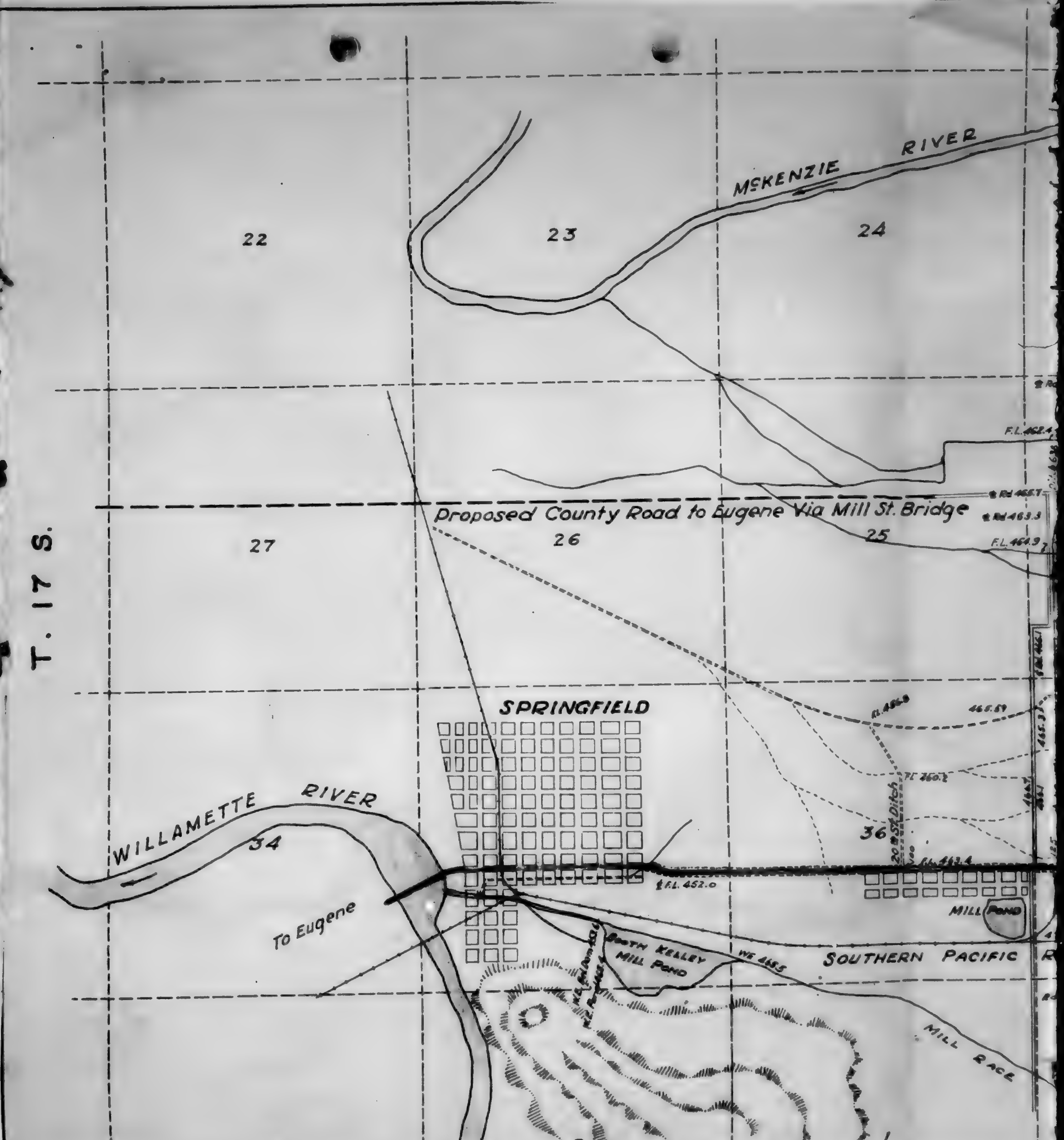
APR - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JCJ:ae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McKENZIE RIVER
F.L. 462.4
Rd 465.7
Proposed County Road to Eugene Via Mill St. Bridge
Rd 463.3
F.L. 464.9
27
26
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SPRINGFIELD
F.L. 464.9
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F.L. 460.2
WILLAMETTE RIVER
34
36
20th St. Ditch
F.L. 463.4
F.L. 452.0
To Eugene
MILL POND
BOOTH KELLEY MILL POND
W.E. 463.5
SOUTHERN PACIFIC
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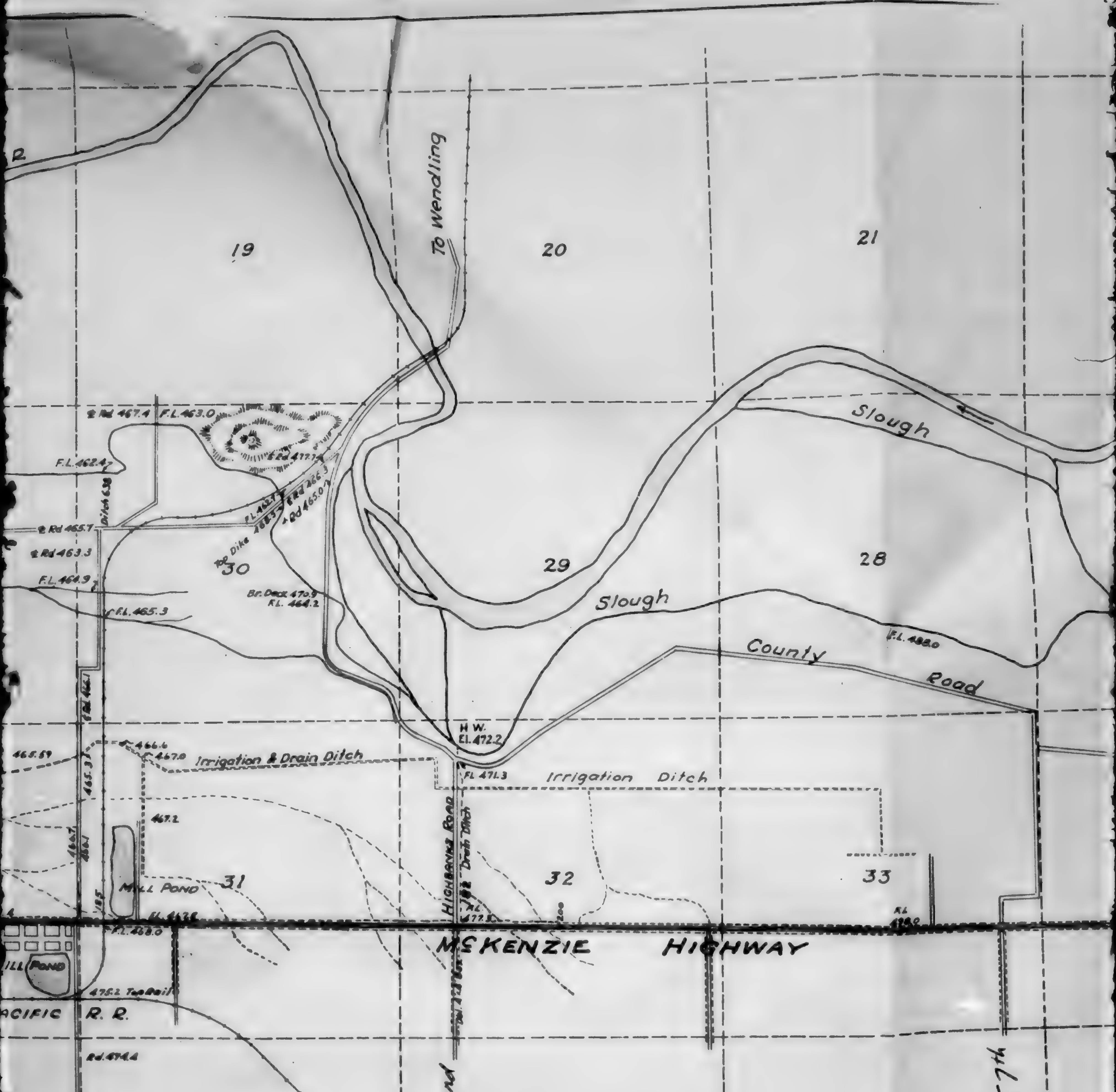
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℄ Rd 467.4
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Ditch 6.38
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F.L. 462.1
Top Dike 468.5
℄ Rd 466.3
Rd 465.0
℄ Rd 465.7
℄ Rd 463.3
30
F.L. 464.9
F.L. 465.3
Br. Deck 470.9
F.L. 464.2
Slough
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28
Slough
F.L. 482.0
County Road
H.W. El. 472.2
F.L. 471.3
Irrigation & Drain Ditch
Irrigation Ditch
465.59
466.6
467.0
465.37
467.2
Mill Pond
31
32
33
Highbanks Road
Drain Ditch
McKENZIE HIGHWAY
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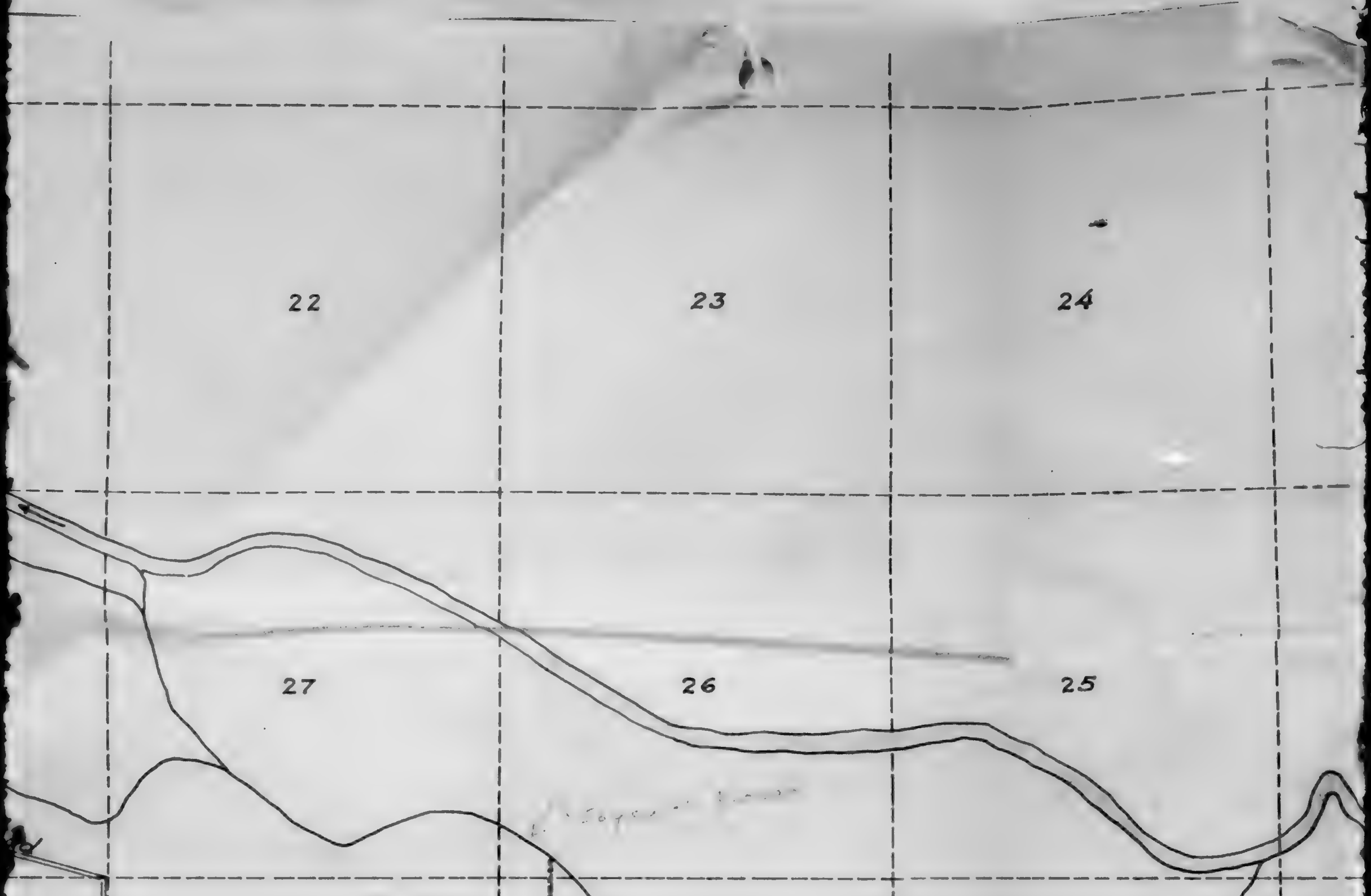
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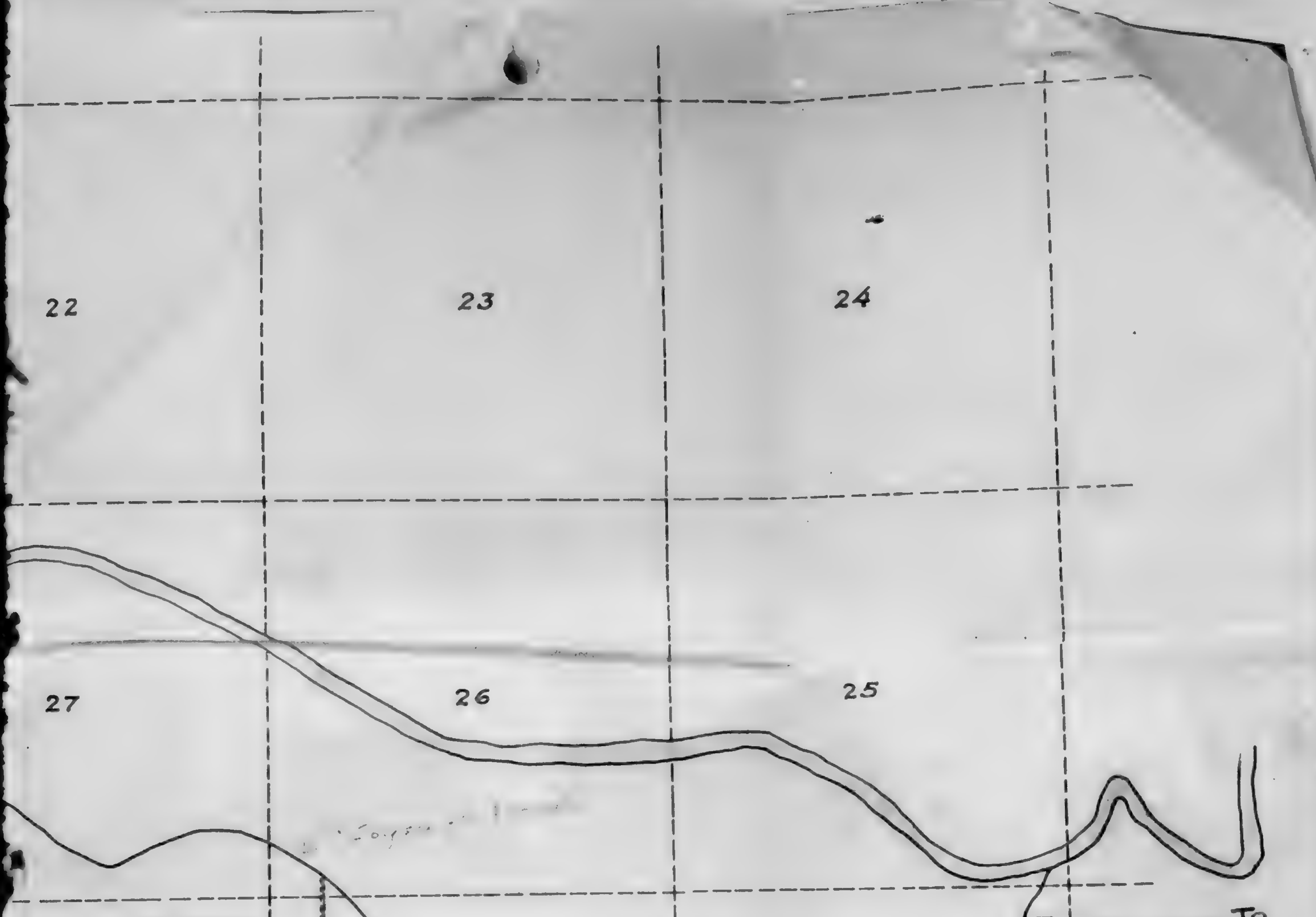
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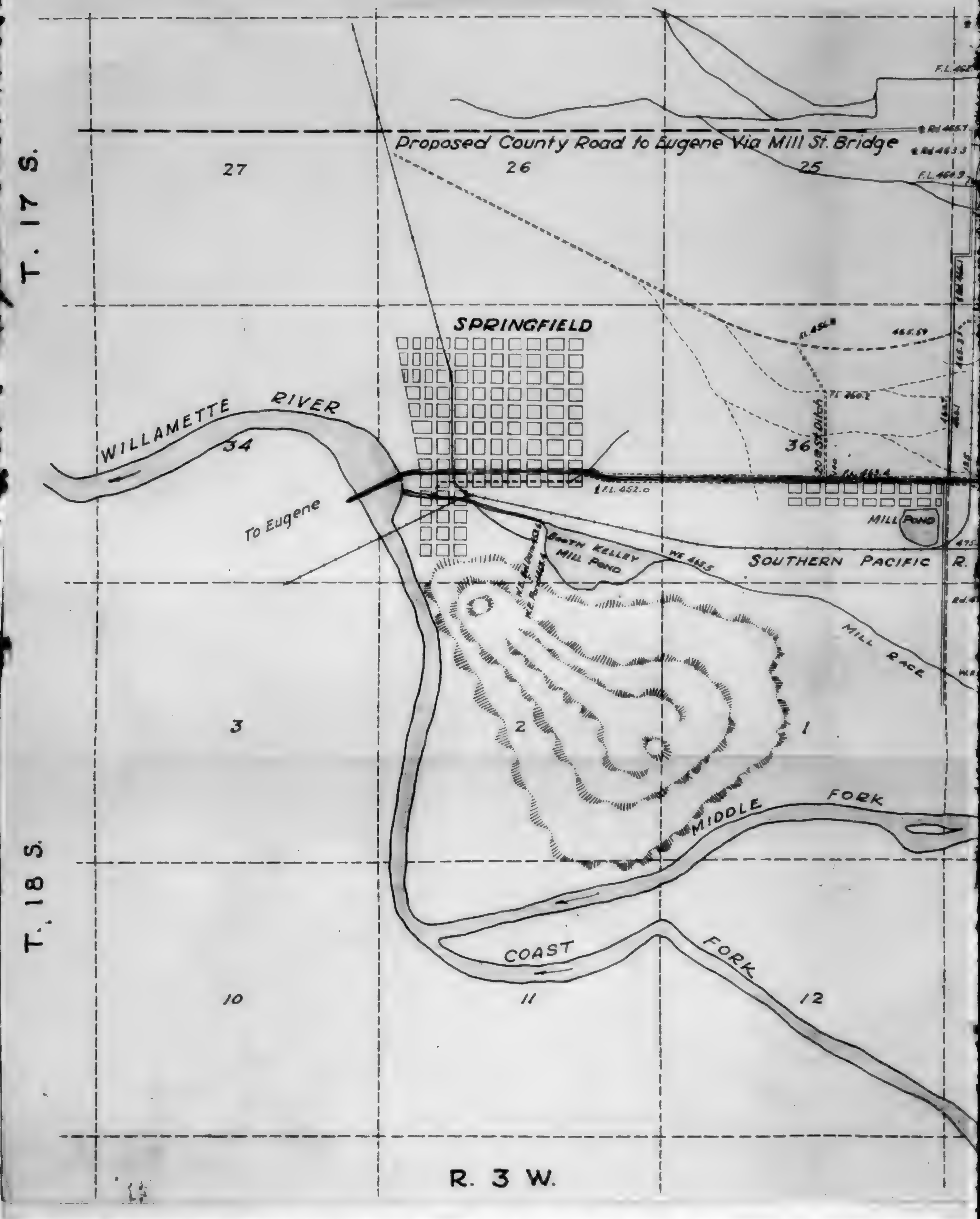
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F.L. 452.0
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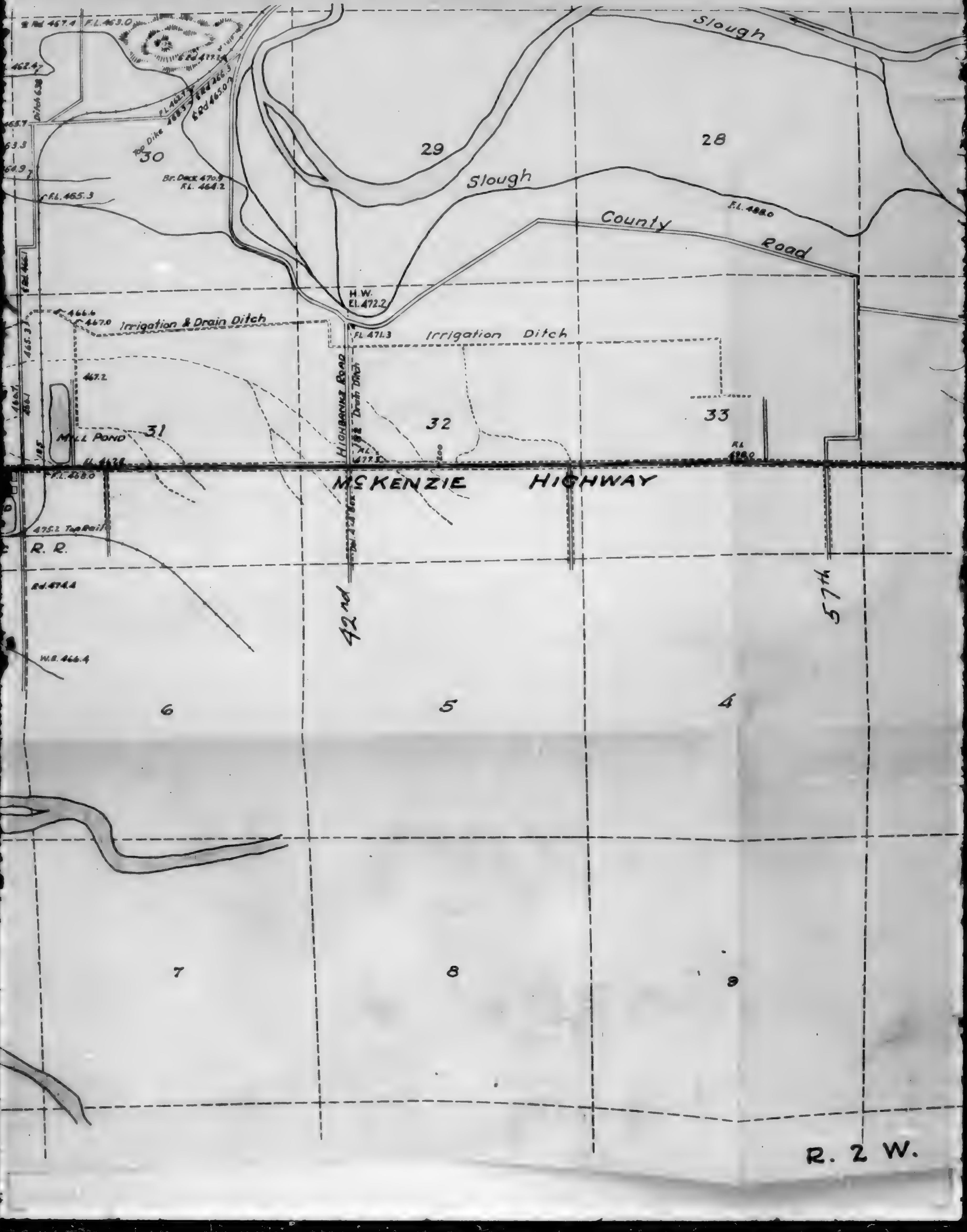
MILL POND
MILL RACE
MIDDLE FORK
COAST FORK



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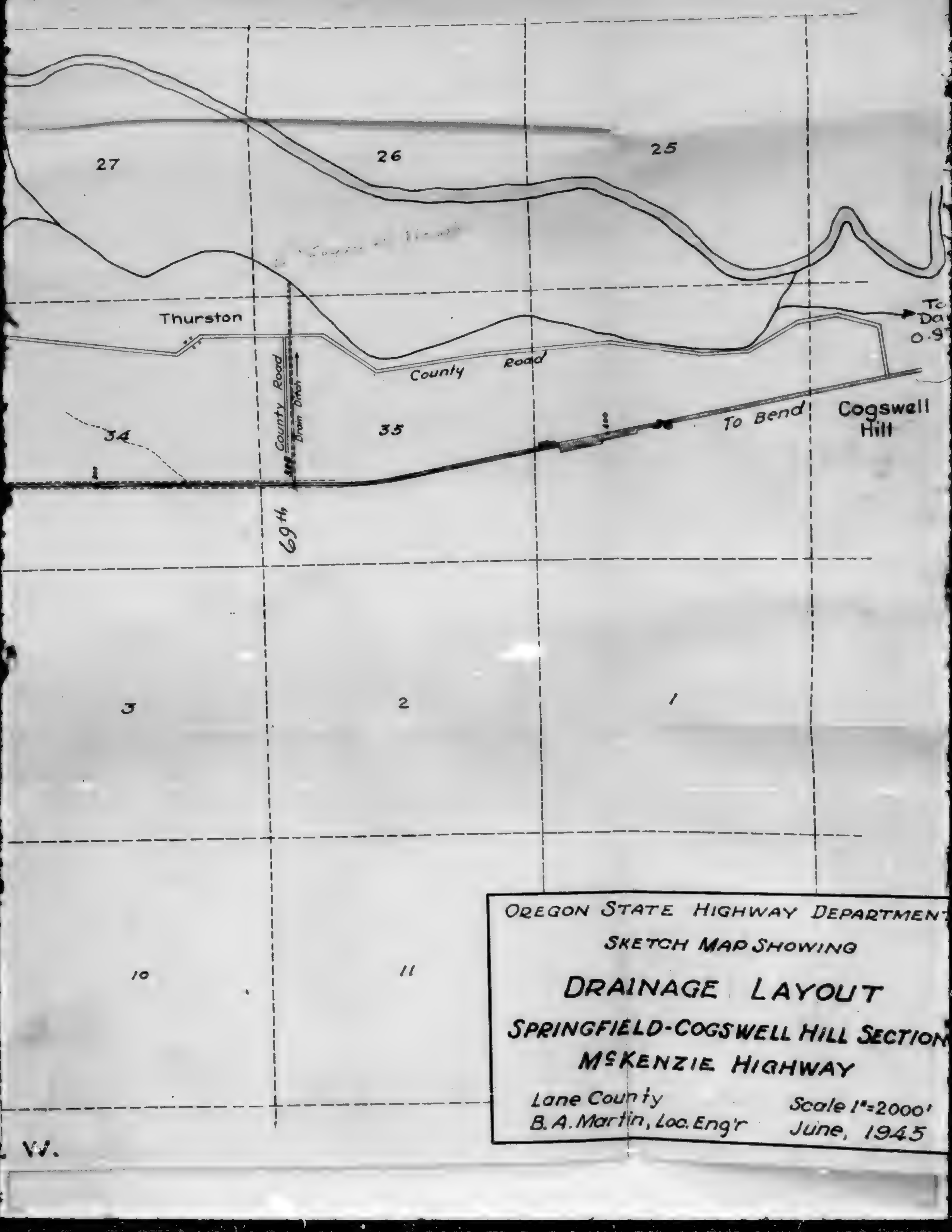
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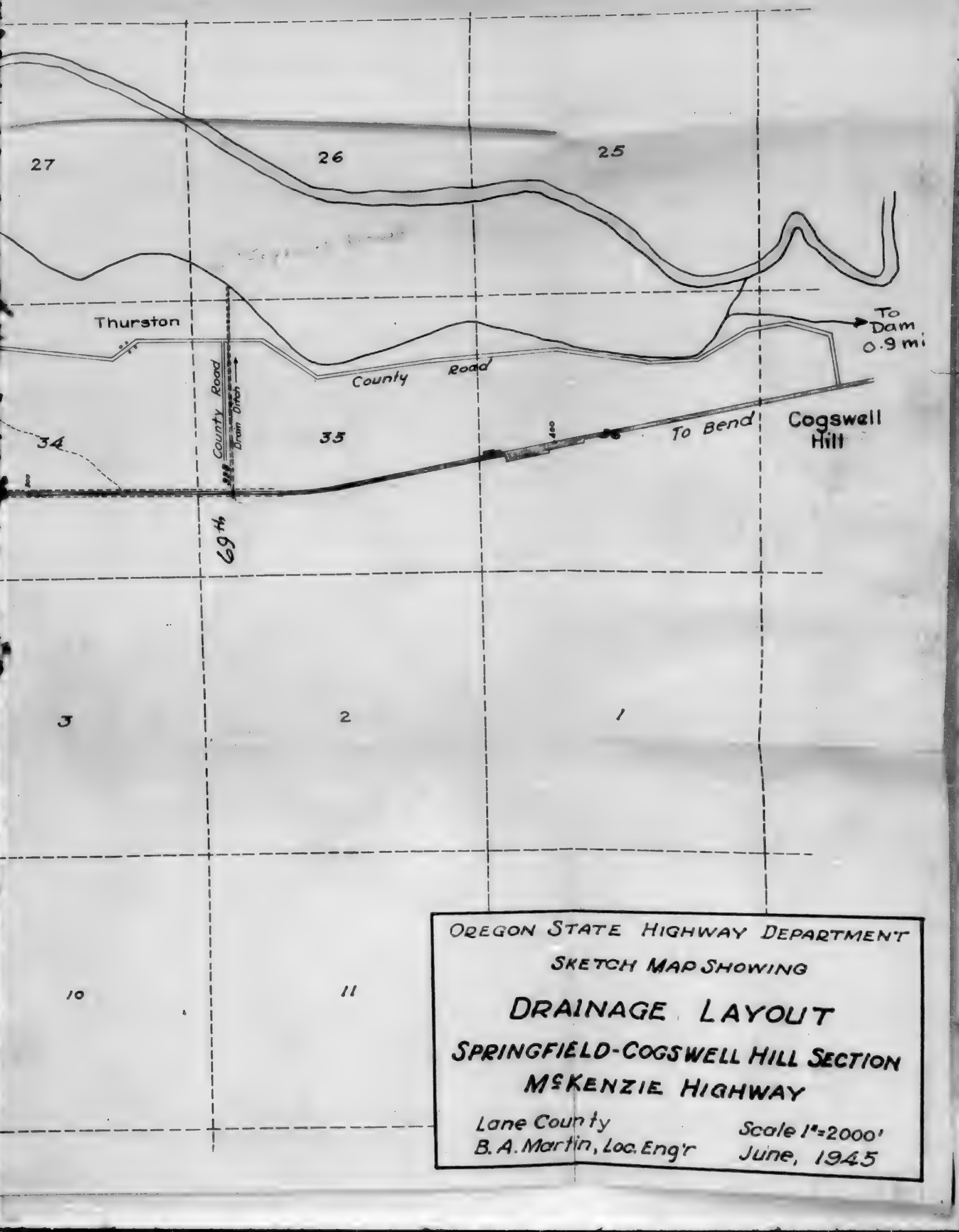
OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP SHOWING

DRAINAGE LAYOUT

SPRINGFIELD-COGSWELL HILL SECTION
McKENZIE HIGHWAY

Lane County
B. A. Martin, Loc. Eng'r
Scale 1"=2000'
June, 1945



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ORECON STATE HIGHWAY DEPARTMENT

SKETCH MAP SHOWING

DRAINAGE LAYOUT
SPRINGFIELD-COGSWELL HILL SECTION
McKENZIE HIGHWAY

Lane County
B. A. Martin, Loc. Eng'r

Scale 1"=2000'
June, 1945

RECEIVED
[illegible] 6 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.1

February 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your January 23, 1959 letter which transmitted a plan and cost estimate submitted by the Eugene Water and Electric Board for the adjustment and relocation of its power transmission facilities in the vicinity of the proposed "Q" St. Interchange on Project I-5-4(-)193.

Rules and regulations covering relocation of utilities as set forth in Policy and Procedure Memorandum 30-4 include the following:

> "Federal funds will not participate in any utility relocation (1) not shown on the approved plans for the relocation or highway construction or (2) not necessitated by the construction of the highway project, nor (3) for changes made solely for the benefit or convenience of a utility, its contractor or a highway contractor."

In this case the relocation of the utility onto the Board's right-of-way across the "Q" St. Interchange area is not necessitated by the highway construction. Our review of the plan indicates that its consumation would result in a superior facility than now exists. Any adjustment or relocation resulting in an improvement would be ineligible for Federal participation except to the extent of the necessary costs of replacement in kind or as near "in kind" as is practicable.

Therefore, the Board's plan, which is estimated to cost $81,000, all to be financed with highway funds, is unacceptable.

Accordingly, it is suggested that the State take steps leading to an agreement with the Board for adjustment of its power lines in their present location as well as to negotiate for required freeway right-of-way in this area now owned by the Board.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards & Papson
2/5/59.

FORM E-90 25M 9-51 52310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
January 13, 1959

SUBJECT: "Q" Street Drainage Project,
Pacific Highway

To:

Mr. Tom Edwards
Mr. Frank Morgan

For your information I am attaching a copy of a report by Mr. Jenkins covering a meeting held at Springfield relative to the extension of the boundaries of the drainage district in that area.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-129 9M 10-55

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 5 - 1959
FOR FILING

December 30, 1958

Lane County Agricultural Agent
1170 Pearl Street
Eugene, Oregon

Dear Sir:

Would it be possible for you to give us the mailing address for Mr. Earl C. Jager, Secretary of the Lane County Agricultural Council. We are attempting to reply to a letter received from him, and our letter has been returned on two different occasions.

The address given on Mr. Jager's letterhead reads as follows:

Lane County Agricultural Council
Home of the President
Route 2, Creswell
Eugene, Oregon

We have been unable to secure delivery either by using the address as given above or by using the Route 2, Creswell address.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible] will be brought to attention of proper person.

B[illegible]
Co Agt
[illegible]

EARL JAGER
Sec. LANE Co. Ag Council
945 JAGER LANE
JUNCTION City ORE

RECEIVED
JAN 2 1959
OREGON
STATE HIGHWAY COMMISSION

December 30, 1958

Lane County Agricultural Agent
1170 Pearl Street
Eugene, Oregon

Dear Sir:

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Route 2, Creswell
Eugene, Oregon

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Very truly yours,

W. C. Williams
State Highway Engineer

me

cc Mr. Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Coming OREGON'S CENTENNIAL Exposition 1859 1959

SALEM OREG. DEC 24 '58
U.S. POSTAGE 04

Mr. Earl C. Jager, Secretary
Lane County Agricultural Council
Route 2, Creswell
Eugene, Oregon

RETURN TO WRITER
UNCLAIMED

DEC 27 PM 1958 OREG.

FORM E-194

agricultural agent
1170 Pearl

CRESWELL
DEC 26
1 PM
1958
OREG.

COOPERATIVE EXTENSION SERVICE
in
AGRICULTURE AND HOME ECONOMICS
State of Oregon

Oregon State College
U. S. Dept. of Agriculture
Lane County Cooperating

Extension Service
Ag., Home Ec., 4-H
Eugene, Oregon
1170 Pearl Street

Dear Friend:

Enclosed you will find extension information which you have either requested or that we feel would be of interest to you. If we can be of further service, please call or write us. Our office is located in the basement of the Cascade Building, 1170 Pearl Street, Eugene. Our telephone number is DI 5-8418.

Radio Broadcasts

KORE: "Your County Agent"

Monday through Saturday, 6:40 - 6:45 a.m.

W. B. Parker
W. B. Parker
County Extension Agent (Agr.)

Paige L. Hall
Paige L. Hall
County Extension Agent (Agr.)

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DEC 2[illegible] 1958
FOR FILING

P

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
OREGON STATE OFFICE
209 S.W. 5th Avenue
Portland 4, Oregon

December 23, 1958

Mr. G. S. Paxson

~~Mr. John Jenkins~~
~~Oregon State Highway Dept.~~
~~Highway Building~~
~~Salem, Oregon~~

Dear Sir:

Gordon Corum, Chairman of the Willakenzie Water Control District, informed us by letter dated December 20, 1958, that the Board of Directors had voted to take the responsibility of acquiring the necessary rights-of-way for the ditch along the new highway 99.

Hope you have a Merry Christmas.

Sincerely yours,

Creighton N. Gilbert
Hydraulic Engineer

CC: Henry Pavelek, SCS, Albany
Jesse Hathorn, SCS, Cottage Grove
Francis Waggoner, Lane County Surveyor
Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
DEC 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

The State will cooperate with the Soil Conservation Service and the Willakenzie Drainage District in handling the runoff in the vicinity of the "Q" Street Interchange as follows:

1. The State will build, at its own cost, the structures necessary to carry the water under the Interstate Highway and under the new "Q" Street connections from the Mohawk Road westerly through the "Q" Street Interchange to the discharge into Patterson Slough. The structures are as follows:

(a) 10'x 5' culvert under new "Q" Street west of Mohawk Road - Station QL_2 261.

(b) 10'x 5' culvert under new "Q" Street at Station QL_2 222+50.

(c) Timber bridge east of railroad on farm access road near Station QL_2 183.

(d) Triple 9'x 6' culvert under south legs of "Q" Street Interchange.

(e) Double 8'x 4' culvert under Interstate Highway near Station PL_5 500.

(f) Double 8'x 4' culvert under new "Q" Street west of interchange near Station QL_2 109.

2. The State will permit the use of that portion of its right of way which is outside of a line 25 feet from the toe of slope of its embankment along the Interstate Highway north of the "Q" Street Interchange, along the new "Q" Street from Mohawk Road westerly to the "Q" Street Interchange and from the point where the proposed channel comes to the new "Q" Street location west of the power station to the discharge into Patterson Slough.

3. The State will cooperate with the District and the Soil Conservation Service in excavating the channels which are alongside the highways insofar as the material can be economically used in the highway embankment.

4. The cooperation of the State in the project is contingent upon the District and the Soil Conservation Service proceeding with all other work in the drainage project so that the channels carrying the drainage will operate in the fall and winter of 1959-60. It is further contingent upon the dike along the south bank of the McKenzie River on the "High Bank" Road being completed prior to the fall of 1959.

5. All work not specifically listed as to be done by the State will be done by others without cost to the State, including, but not restricted to, all structures carrying drainage under all roads or streets not a part of the state highway system.

6. The drainage district will enter into an agreement with the State under which the District assumes the responsibility for all damage to public or private property that may be caused by the construction, operation or maintenance of the project other than damage to the State's highways.

November 18, 1958.

REPORT ON EAST Q STREET DRAINAGE

In view of the recent developments in the drainage picture along Q Street between Mohawk Road and the Pacific Freeway, we have taken another hard look at our own drainage proposals.

As we see it there are two cases to be considered: (1) A system to handle the local surface runoff and (2) A system to handle the local surface runoff complicated by McKenzie River overflow.

Taking the second case first, we do not agree with the idea that improving the drainage channels from Springfield to the west will result in greatly increased flow of McKenzie River water in these channels. The discharge controls are in the vicinity of the source of overflow at High Banks Road, rather than in the downstream channels.

We feel that only a part of the High Banks Road overflow will reach the Q Street drainage system at Mohawk Road. Also, it is highly unlikely that this McKenzie water would reach Mohawk Road at any time near the peak of the local runoff. In December 1955 the peak of the local runoff probably occurred early on the morning of the 21st. The crest on the river did not reach the Coburg gage until 2:30 on the afternoon of the 22nd.

But we are not at all certain as to the quantity of overflow to be expected now and future development in the overflow area further clouds the picture. These questionable factors added to the poor drainage existing along Q Street between Mohawk Road and Mill Street raise doubts as to the ability of the Highway Dept to properly drain the proposed Q Street route now.

It is our opinion that without the High Banks Road dike drainage considerations make the construction of the Q Street route east of Mill Street not feasible.

Returning to Case 1, we have come to the conclusion that our original discharge estimates may be somewhat low. Future development of the area east of Mohawk Road will raise the yield per square mile and accordingly we predict a 50-year discharge of 230 cfs at Mohawk Road and 900 cfs at Mill Street.

Across the north end of the Northgate Addition our proposed Q Street roadbed will partially obstruct the present flood channel. We cannot make adequate provision for changing the flood channel because we lack sufficient right of way. Also, having to pass the flow back and forth across our new roadbed with an absolute minimum of backwater head will require structures with 75 sq ft of opening at a depth of 3 ft at about 17th Street and 90 sq ft of opening at a depth of 3 ft at about 10th Street. Without raising the grade there would not be enough room for bridges. Box culverts would likely require frequent desilting. There is a decided possibility that by using the cross-over-and-back system the Highway Dept would cause damage to the adjacent properties.

The most logical solution would involve the construction of a lined ditch about 10 feet wide, by 4 ft. to 6 ft. deep on the south side of the new Q Street route. This would require shifting the highway centerline to the north and would probably require acquisition of part of the existing Q Street right of way. If the ditch were to become the responsibility of others, this could possibly be worked out with Lane County on a trade basis. The Eugene Water Board 30-inch main lies under our left shoulder for a roadbed 96 feet wide at subgrade. Shifting the highway centerline would probably put the pipeline under the pavement. Inasmuch as this lined ditch seems to be the only workable solution to the drainage problem through the Northgate area, we urge that every effort be made to secure the agreement of all interested parties in the proposal.

In the Mill Street area we feel that our original proposals are valid except that for an interchange involving several crossings of the combined ditches we recommend use of a triple 10 ft. wide by 5 ft. high box culvert with connecting walls and floor slab.

West of Mill Street we generally approve of the proposed Soil Conservation Service design.

October 31, 1958

Roy C. Edgerton
Research Engineer
by

John C. Jenkins
Asst Research Engr.

RECEIVED
DEC 26 1958
FOR FILING

December 19, 1958

Mr. Earl C. Jager, Secretary
Lane County Agricultural Council
Route 2
Creswell, Oregon

Dear Mr. Jager:

This will acknowledge your letter of December 12 regarding the use of farm land for highway borrow purposes in the Willakenzie area. Your letter was directed to Mr. H. K. McIver, Chairman of the State Highway Commission, and has been handed to me for answer.

Under its present method of operation, the Highway Department does not furnish borrow areas. The State does own some gravel sources in the Willakenzie area, but we have no plans for acquiring additional agricultural lands.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Mr. H. K. McIver
Mr. Forrest Cooper

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

December 17, 1958

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Williams:

Enclosed is letter from Mr. Earl C. Jager, Secretary of the Lane County Agricultural Council, for your handling.

Yours very truly,

H Fenton
H. Fenton
Secretary to Mr. McIver

RECEIVED
DEC 18 1958
OREGON
STATE HIGHWAY COMMISSION

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DEC 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Explore Oregon... Centennial Exposition June 10-September 17... 1959

LANE COUNTY AGRICULTURAL COUNCIL
Home of the President
Route 2, Creswell
Eugene, Oregon

December 12, 1958

Sent to
Mr Williams
[illegible]

Mr. M. K. McIver
State Highway Commission
Salem, Oregon

Dear Mr. McIver:

The Lane County Agricultural Council, at its meeting on December 10, 1958 at the Lane County Fairgrounds, passed the following resolution:

It has come to our attention that the borrow for the highway in the Willakenzie area will take several acres of very valuable farm and horticultural land. It is our request that the Highway Commission find another source of supply, using less valuable material.

Very truly yours,

Earl C Jager
Earl C. Jager
Secretary

ECJ:ddr

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STATE HIGHWAY COMMISSION

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DEC 12 1958
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FORM 'E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1958

SUBJECT:

To: MEMO TO THE FILE:

E

A meeting was held in Lane County Court House at 10 A. M. on November 25th to consider drainage matters in the Willakenzie area. This meeting was attended by Mr. John Jenkins and D. J. Barbee of the Highway Dept., as per Mr. Paxson's letter of November 19, 1958 to the Board of County Commissioners of Lane County.

The meeting was conducted by Mr. Helms of the Federal Soil Conservation Service, explaining their drainage plan in this area. Also attending the meeting were members of the Lane County Court and of various special drainage districts in this area.

It was brought out at this meeting that the drainage facilities westerly from Mill Street would be constructed regardless of the balance of the project. To make that section westerly of Mill Street operative, it was agreed that Lane County would assume the responsibility for the construction of the high bank road dyke by the 1st of November, 1959.

It was also agreed that Lane County and the McKenzie Water Control District would purchase all necessary right of way in this area. Lane County would also assume responsibility for any structures or revisions to county roads. The State Highway Department would deed to the McKenzie Water Control District all excess rights of way, do the necessary excavation work, construct drainage structures except those affecting county roads, and make necessary revisions to water mains.

D. J. Barbee
D. J. Barbee
Asst. Const. Engineer

NOTED
PAXSON

cc: Mr. G. S. Paxson

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
NOV 19 1958
FOR FILING

November 19, 1958

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

I have your letter of November 14 concerning the meeting in the Lane County Court House at 10:00 a.m. on November 25, to consider drainage matters in the Willakenzie area. I am tied up that day with other appointments but either Mr. Tom Edwards, our Construction Engineer, or Mr. D. J. Barbee, Assistant Construction Engineer, and Mr. John Jenkins from our Hydrology Section will arrange to attend.

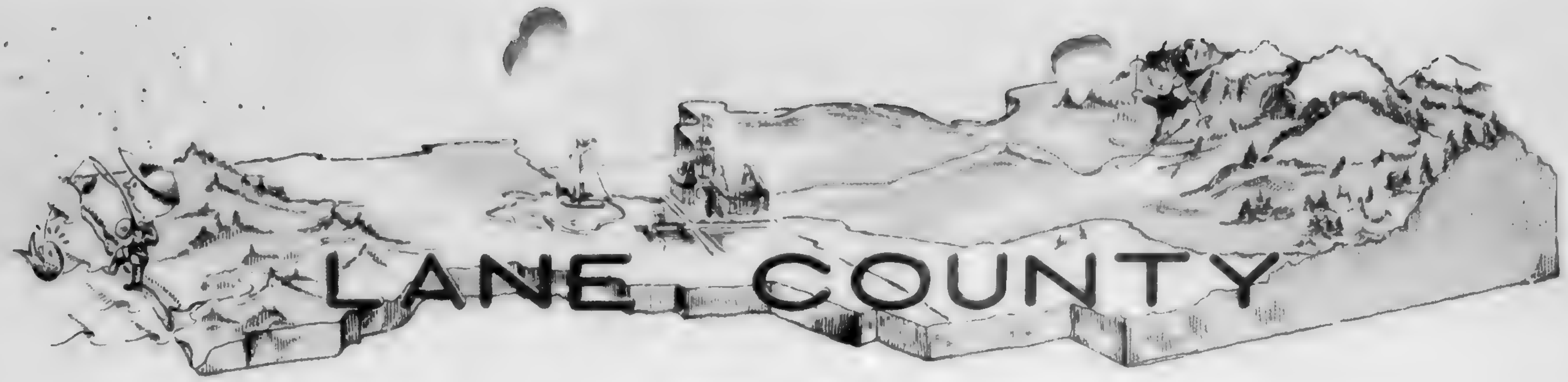
Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. D. J. Barbee
Mr. John Jenkins



LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

November 14, 1958

Mr. Glen S. Paxson, Ass't. State Highway Engineer
Oregon State Highway Department
Salem
Oregon

Dear Sir:

You are invited to a meeting to be held in the Lane County Court House on November 25, 1958 at 10:00 A. M. to consider the preliminary plans for the Willakenzie Area Watershed Project.

Matters to be discussed and resolved will be construction details, rights of way and the divisions of Federal costs and costs to be borne by local agencies.

This project is being planned by the U. S. Department of Agriculture, Soil Conservation Service, and all persons and agencies affected by or interested in the project are invited to attend.

All public bodies, corporate agencies, water control and utility districts are asked to have their engineers, chairmen and directors present.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Ralph Petersen
Commissioner

Kenneth Nielsen
Commissioner

Commissioner

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NOV 17 1958
OREGON
STATE HIGHWAY COMMISSION

FEN:cc

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NOV 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Willakenzie Area Watershed Meeting

Lane County Court House
November 6, 1958

NAME	ORGANIZATION	ADDRESS
O. M. Patten, Chairman	Upper Willamette S.C.D.	Cottage Grove, Oregon
Jesse Hathorn	Soil Conservation Service	Cottage Grove, Oregon
H. O. Walberg	Lane County Road Dept.	Eugene, Oregon
Oke Eckholm	S.C.S.	Portland, Oregon
Creighton N. Gilbert	S.C.S.	" "
Robert B. Morland	S.C.S.	" "
Francis Waggoner	Lane County Surveyor	Eugene, Oregon
William Coffield	S.C.S.	Portland, Oregon
Wm. R. Whitnell	Lane County Highway Dept.	Eugene, Oregon
L. T. Eison, Engineer	City of Springfield	Springfield, Oregon
Jess Hill (County Commissioner)	Possibly elected	Cottage Grove, "
Kenneth Nielsen	Lane County Commissioner	Eugene, Oregon
Ronald B. Elmes	S.C.S.	Portland, Oregon

FORM WCR 20
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NOV 12 1958
FOR FILING

OREGON STATE SANITARY AUTHORITY
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

NOTED
C. S. PAXSON

REFERRED TO
Paxson
the State Highway Engineer

October 31, 1958

Eugene Chemical & Rendering Works
P. O. Box 424
Eugene, Oregon

Gentlemen:

It has been brought to our attention that surface waters from a portion of the Willakenzie Area Watershed Project will be intercepted and diverted through Patterson Slough to the Willamette River.

Field observations appear to indicate that liquid and solid wastes from the Eugene Chemical & Rendering Works are impounded in the abandoned channel of Patterson Slough at the present time.

When the Willakenzie Area Watershed Project is completed and the Patterson Slough channel again carries surface and other waters to the Willamette River, the discharge therein of liquid or solid wastes from your chemical and rendering works will cause pollution of public waters and will be contrary to statutes governing stream cleanliness in Oregon.

This opportunity is taken, therefore, to notify you that sufficiently prior to the time when Patterson Slough becomes a channel for transportation of surface and other wastes to the Willamette River, the Eugene Chemical & Rendering Works must provide and place in operation facilities that will remove pollutants from its liquid wastes and that provision must also be made for the disposal of solid wastes other than into public waters of the state; otherwise, the State Sanitary Authority will have no other alternative but to use every legal means at its command to gain compliance with state statutes.

State statutes require that plans and specifications for waste disposal facilities be submitted to and approved by the Sanitary Authority before construction begins. Such plans must be prepared by a competent professional engineer experienced in industrial waste disposal works.

Your cooperation in this matter will be appreciated.

Very truly yours,

CURTIS M. EVERTS
State Sanitary Engineer

CME:GL
cc: Board of Commissioners, Lane Co.
✓State Highway Commission
U.S.Soil Conservation Service
U.S.P.H.Service, Portland
Lane Co. Health Dept.
H. W. Merryman

RECEIVED
NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

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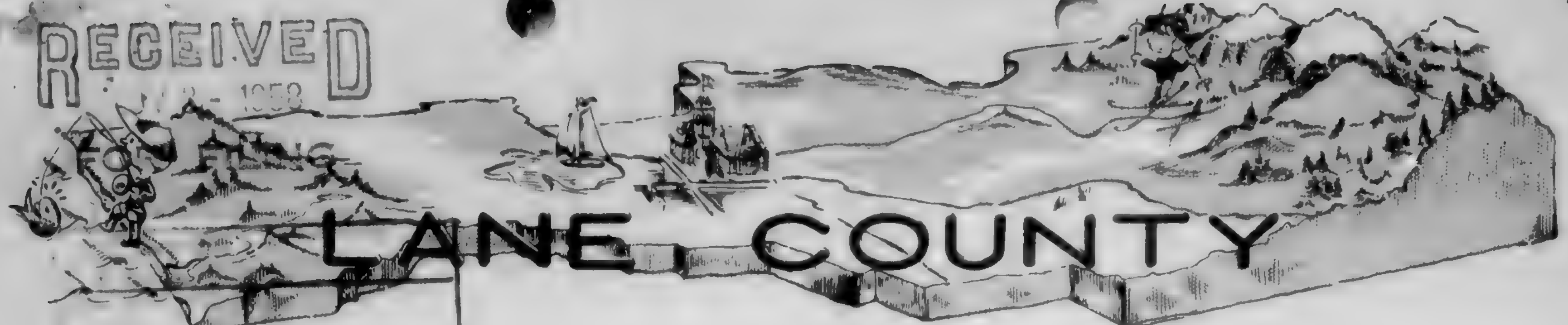
NOV 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 3 - 1958



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

October 31, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed herewith is a typed list of the persons signing the attendance list at the meeting held in the Lane County Court House, October 30th, 1958, regarding the Willakenzie Flood Control project.

Copies of the same were handed to Mr. Elmes and I am also forwarding copies of this list to the following:

Omar M. Patten
Henry J. Pavelek
Jess Hathorn
Gordon Corum
Dr. H. R. Allumbaugh
Lane County Commissioners
H. D. Walberg
Howard Buford
Byron K. Taylor
W. R. Grafe

Yours very truly,

F. E. Waggoner

F. E. WAGGONER
Lane County Surveyor

FEW:oc
Enc.

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NOV 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED

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NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Meeting on Willakenzie Flood Control Project
Lane County Court House
October 30, 1958

NAME	AGENCY	ADDRESS
O. M. Patton	Upper Willamette S.C.D.	Cottage Grove
Jesse Mathern	S.C.S.	Cottage Grove
Dr. H. R. Allumbaugh	Willakenzie Drainage District	Eugene
G. S. Paxson	Oregon State Highway Department	Salem
Kenneth Nielson	Lane County Commissioner	Eugene
Howard Buford	Central Lane Co. Planning Comm.	Eugene
Bob Turner	City of Springfield	Springfield
Ralph Peterson	Lane County	Eugene
William Elum	Springfield	Springfield, City Hall
William Coffield	S.C.S.	Portland
William J. Kelly		Springfield
L. T. Hixon	City of Springfield	Springfield
E. G. Harwood	Springfield	
Roy L. Fox	S.C.S.	Albany
John C. Jenkins	State Highway Department	Salem
Henry J. Pavelek	S.C.S.	Albany
L. M. Spurrier	East Springfield Drainage	Springfield
J. O. McPherson	East Springfield Drainage	Springfield
W. R. Grafe	U. S. Bureau Public Roads	Salem
D. J. Barbee	State Highway Department	Salem
Roy C. Edgerton	State Highway Department	Salem
Byron K. Taylor	Eugene Water & Electric Board	Eugene
Kenneth W. Rinard	Eugene Water & Electric Board	Eugene
Guy Courtright	Anti Annexation Chairman	Springfield
Wolf von Otterstedt	Attorney, E. Springfield Drainage	Eugene
Francis E. Waggoner	County Surveyor	Eugene
Creighton N. Gilbert	Engineer, S.C.S.	Portland
Bob Morland	S.C.S.	Portland
R. B. Elmes	S.C.S.	Portland

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FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 24, 1958

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

The Oregon State Highway Department has received a copy of a letter from the Lane County Board of Commissioners, dated September 17 and addressed to the attention of Mr. Ronald B. Elmes of the U. S. Soil Conservation Service. The subject of the letter is the proposed Willakenzie Area Watershed Project and the purpose of it is to inform Mr. Elmes of the endorsement by Lane County of certain features of the Watershed Project which were proposed by the Soil Conservation Service.

It is our understanding that one of the features of the project as proposed by the Soil Conservation Service is to construct a diversion ditch beginning north of Harlow Road on the east side of the proposed Pacific Highway. This ditch would cross the Pacific Highway north of the Q Street interchange, would follow the northwest leg of the interchange around to Q Street where it would cross Q Street and follow the south side of Q Street in a westerly direction, ultimately discharging into Patterson Slough.

Items (c) and (d) of your letter would seem to rule out the above-described ditch in favor of a ditch discharging into the main ditch of item (b) east of the Pacific Highway. Mr. Elmes declares that the intent of your letter was not to rule out the above-described ditch discharging into Patterson Slough.

We want to have our plans conform to those of the District and would appreciate your advice in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Roy C. Edgerton

RECEIVED

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSON
ROBERT W. STRAUB

September 17, 1958

United States Department of Agriculture
Soil Conservation Service
Oregon State Office
209 S. W. Fifth Avenue
Portland 4, Oregon

Attention: Mr. Donald B. Elmes

Dear Mr. Elmes:

With reference to the proposed plans for the Willakenzie Area Watershed Project, the Board of County Commissioners for Lane County, State of Oregon, has resolved to endorse and concur in the following proposals:

(a) That we approve the work plan for the Marcola Road Dike, incorporating the features shown upon Drawing No. 7E-19848 and endorse the proposal that the County Road be reconstructed upon the top of the dike with the centerline of the new County Road to be shifted about 11.0 feet East of the centerline of the present road, understanding that the costs in excess of the Federal cost will be borne by the County.

(b) That we approve the proposal that the main drainways be constructed along the South side of the proposed Q Street Highway and to run Westerly to the Easterly side of the proposed Pacific Highway, and to run thence Southerly along the Easterly side of said Pacific Highway to the Willamette River, costs in excess of the Federal cost to be borne by the County and by the sub-district of the Water Control District in proportions to be hereafter determined.

(c) That no construction work to be contemplated or planned along the South side of Q Street and from the Westerly side of the Pacific Highway to the Willamette River.

(d) That the cut-off ditch be planned to run Northerly from Q Street along the Easterly side of the proposed Pacific Highway as far as grades will permit for drainage to the South.

(e) That work to be undertaken West of the Pacific Highway, North of Q Street and between the Willamette River and McKenzie River be considered the project of the sub-district of the Water Control District.

I

Copies to
D. J. Barber
John Jenkins

NOTED
G. S. PAXSON

II

(f) That steps be undertaken to extend the boundaries of the existing sub-district Eastward of Mill Street and Northerly of the Springfield city limits, at least as far Eastward as 42nd Street, Springfield, or as an alternate, a new additional sub-district be formed.

(g) That the County's sharing of cost in acquisition of rights of way or construction cost be limited to the statutory provisions of the Laws of Oregon.

This letter is submitted herewith in compliance with the request that the Board of Commissioners for Lane County express their approval and endorsement of the foregoing features of the Project.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

/s/ Ralph Petersen Commissioner

/s/ Kenneth Nielsen Commissioner

/s/ Robert W. Straub Commissioner

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STATE HIGHWAY COMMISSION
OREGON
[illegible] 10 1958
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COPY

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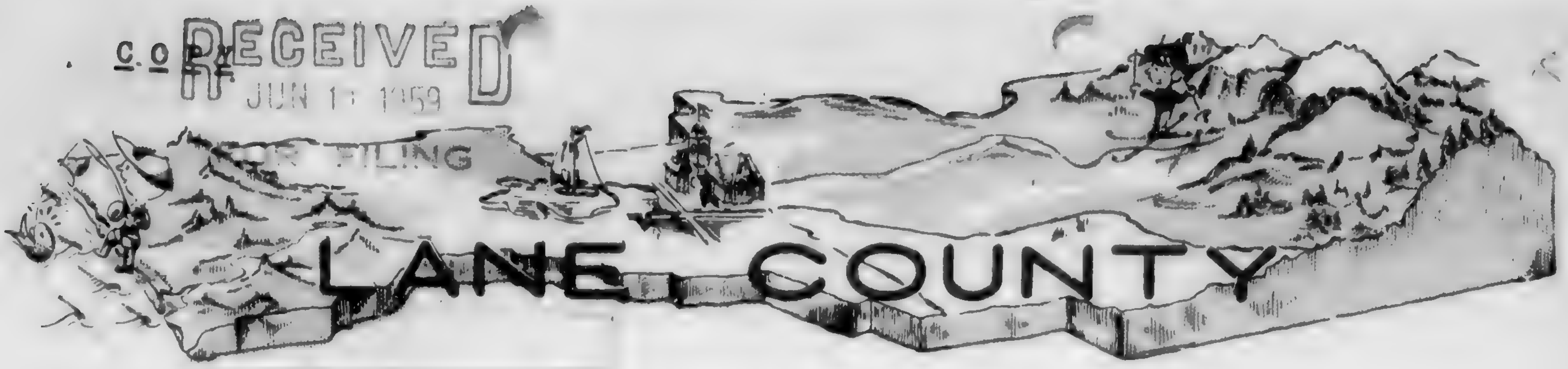
JUN 11 1959
FOR FILING



LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

EUGENE, OREGON

October 8, 1958

United States Department of Agriculture
Soil Conservation Service
Oregon State Office
209 S. W. 5th Avenue
Portland 4, Oregon

Attention: Mr. Ronald B. Elmes
Watershed Planning Party Leader

Dear Sir:

Your letter of October 1, 1958 and the attached statement concerning the Willakenzie Area Watershed Project, has been received and copies of the same have been forwarded as enclosures in letters to the Oregon State Board of Health and to the Oregon State Highway Department.

We will expect to receive some advice from the State Board of Health regarding it's action as to the proposed flows through Patterson Slough and the digesting lagoon of the Eugene Chemical and Rendering Works, and will later inform as to the advice so received.

The results of the discussion held in the County Commissioners' office on Tuesday, September 30th, appeared to be that Mr. Everts expected you to go ahead with the plans for the Patterson Slough channel.

This Board considers your plan, as outlined in the statement and the map attached, to be satisfactory and approves the incorporation of this phase into the overall plan of the project.

Yours very truly,

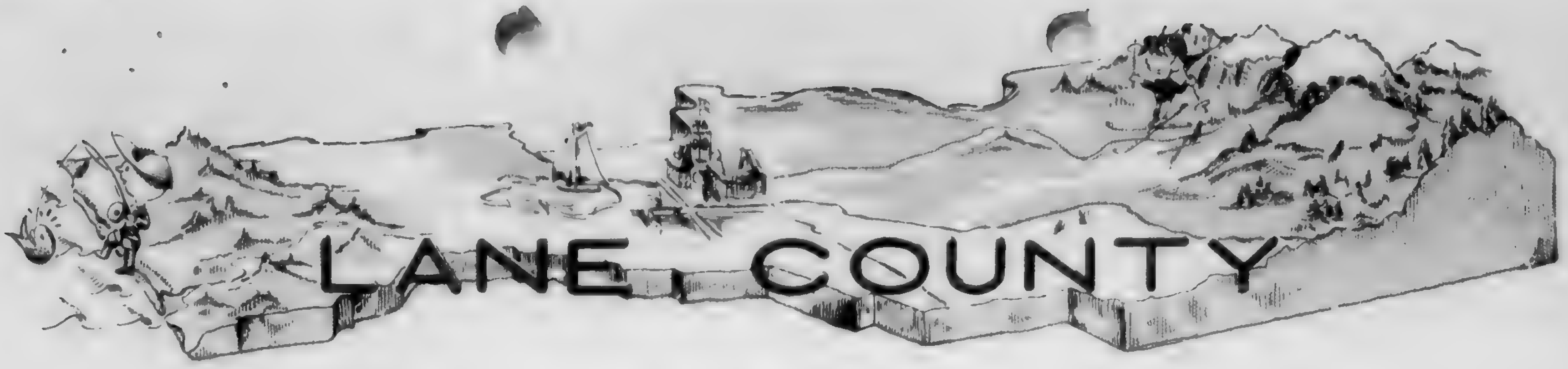
BOARD OF COMMISSIONERS FOR LANE COUNTY

By Ralph Petersen Commissioner

__________ Commissioner

Robert W. Straub Commissioner

FEW:cc
Encs.



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

October 7, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Sir:

In reply to your letter dated September 24, 1958 regarding plans for the Willamette Area Water Shed Project, the Board of Commissioners for Lane County herewith advise you that they are in accord with the proposed plans of the U. S. Soil Conservation Service.

It was not the intention of the Board that all diverted water from the Area eastward of the proposed Pacific Highway be run south along the easterly side of the Willamette River even though at the time our letter was written, that was thought practical insofar as grades would permit.

Since receiving your letter we have further conferred with the Soil Conservation Service as to their plans to carry the portions of the diverted water originating in the northeast quadrant of the interchange area of "Q" Street and the Pacific Highway, southerly and westerly into Patterson Slough.

This plan meets with our approval and in conjunction we have conferred with the Oregon State Board of Health as to the flows through the digesting lagoon of the Eugene Chemical and Rendering Works. This was deemed a problem but it is believed it can be solved.

Accordingly, we enclose herewith copies of our letter to the Board of Health and to the Soil Conservation Service. A statement by the Soil Conservation Service letter and map is also enclosed.

It is our desire that the plans of the State Highway Department for the construction of "Q" Street and the Pacific Highway be coordinated with the plan of the Soil Conservation Service for the Watershed Project.

The Board of Commissioners consider that the Willakenzie Area Watershed Project to be of vital importance to the Area and hope this will serve to inform you of our endorsement.

Yours very truly,

BOARD OF COMMISSIONERS FOR LANE COUNTY

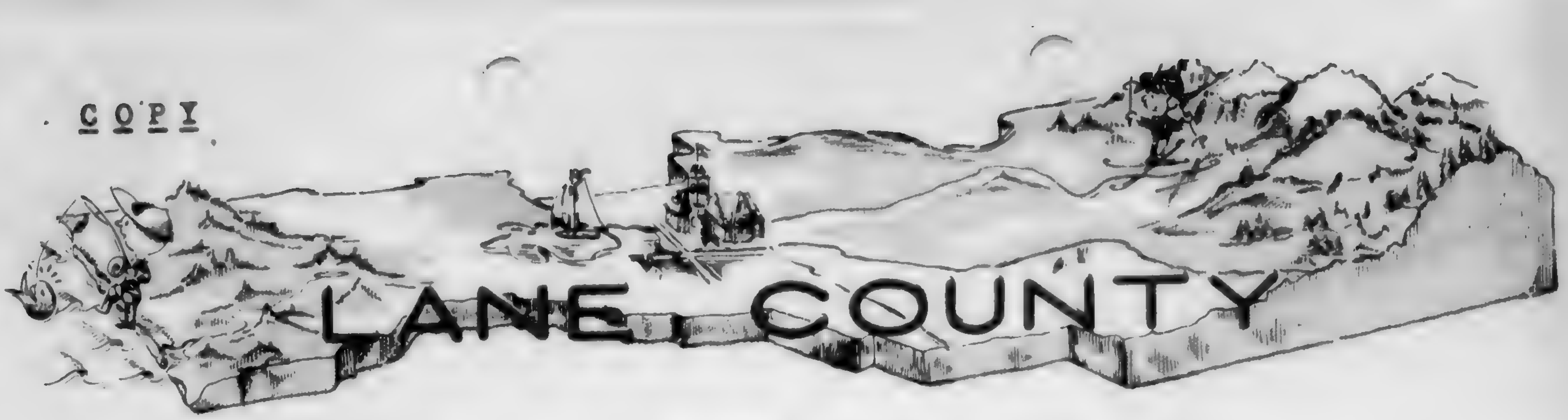
By Ralph Petersen Commissioner

__________ Commissioner

Robert W. Straub Commissioner

FEW:oc
Encs.

COPY



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

October 7, 1958

Oregon State Board of Health
1400 S. W. 5th Avenue
Portland 1, Oregon

Attention: Mr. Curtiss M. Everts, Jr.
State Sanitary Engineer

Dear Sir:

This letter refers to the discussion held in the office of the Board of Commissioners for Lane County on Tuesday, September 30th, 1958 regarding the Willakenzie Area Water Shed Project and its effects on Patterson Slough. We have received a statement from the Soil Conservation Service concerning the plans and the expected flows.

The Board of County Commissioners herewith express their approval of this proposed plan and hope that a solution can be worked out concerning the water flows through the Area, now used as a disposal and digesting lagoon for the Eugene Chemical and Rendering Works.

It is our belief that the lagoon is in the abandoned channed of the Willamette River and is in the drainage way for the Area to the East and North.

This letter is to confirm the discussion held on September 30th, and to request that you notify the Eugene Chemical and Rendering Works of the impending plans for this project.

The Board of Commissioners request that in reply to this letter, that you inform us if you consider the flow of water through this natural channel to be of adverse legal consequence to the Agencies involved.

Yours very truly,

BOARD OF COMMISSIONERS FOR LANE COUNTY

By Ralph Petersen Commissioner

____________ Commissioner

Robert W. Straub Commissioner

FEW:oc
cc/Harold Osterud, Lane County
Hal Merryman
State Highway Commission
Soil Conservation Service

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
OREGON STATE OFFICE
209 S.W. 5th Avenue
Portland 4, Oregon

October 1, 1958

Mr. Francis Waggoner
County Surveyor
Lane County Courthouse
Eugene, Oregon

Dear Sir:

Attached you will find a statement and a sketch map, which I promised you concerning flows from diverted waters north and east of the highway interchange, as well as flows from the southwest side. We also are attempting to show that there is some exchange of flows by this project development. The material attached is self-explanatory.

I hope this meets your need in explaining this part of the proposed project.

Very truly yours,

Ronald B. Elmes

Ronald B. Elmes
Watershed Planning Party Leader

Enclosures - 2

October 1, 1958

STATEMENT CONCERNING WILLAKENZIE AREA WATERSHED PROJECT AFFECTS ON PATTERSON SLOUGH

The portion of the proposed Willakenzie Area Watershed Project that will affect the Patterson Slough flow regime consists of a floodwater diversion ditch originating on the east edge of the proposed US99 Freeway at Station 468+75. The proposed diversion will intercept the flood flows in the irrigation ditch at this point and will continue south within the Freeway right-of-way to about Station 500+00. At this point it will pass under the Freeway and will continue southwesterly along the northwest leg of the proposed Freeway - "Q" Street access road interchange to about Station 109+00 of the access road. Here the diversion ditch will pass under the proposed "Q" Street access road and empty into the proposed channel change project of the highway project. This proposed channel change project will run west along the "Q" Street access road to about Station 64+00 where it empties into Patterson Slough.

Another facet of the Willakenzie Area Watershed Project that affects Patterson Slough is the "Q" Street Diversion which parallels "Q" Street from Mohawk Road west to the aforementioned interchange, and then south along the east side of the proposed Freeway to an outfall into the Willamette River. This diversion will sever the upper tip of the natural drainage area of Patterson Slough and thereby will divert all Willamette River floodwater that is in Patterson Slough back into the Willamette River. The Willamette River apparently starts yielding floodwater to Patterson Slough at a river stage of less than 8 feet at the Ferry Street Bridge. This would indicate that there is some Willamette River water in Patterson Slough nearly every year. Since information is not readily available to determine flow amounts from the Willamette River into Patterson Slough, it is not possible to estimate flows for floods of this type, but they will probably be less with the proposed project for the larger floods.

all floodwater That is in the slough at the time it crosses Pac. Hwy.
Any Willamette R. water picked up downstream from Pac. Hwy. ← will not be affected by main ditch.

As an example of the flood flows to be expected, the design flows (50-year peak flows) are listed for several points.

Mouth of Patterson Slough	485 cfs
Lagoon	470 cfs
Patterson Slough-"Q" Street Sta. 64+00	435 cfs
"Q" Street Sta. 109+00	
South side	290 cfs
North side	270 cfs
Freeway Sta. 500+00	260 cfs

Low flow regime of Patterson Slough should not be materially affected by the proposed works as the invert of the diversion and channel change is not lower than some of the channels intercepted. There will be an increased flow in Patterson Slough during the runoff season for those floods that would not be large enough to receive water from the Willamette River.

September 24, 1958

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

The Oregon State Highway Department has received a copy of a letter from the Lane County Board of Commissioners, dated September 17 and addressed to the attention of Mr. Ronald B. Elmes of the U. S. Soil Conservation Service. The subject of the letter is the proposed Willakenzie Area Watershed Project and the purpose of it is to inform Mr. Elmes of the endorsement by Lane County of certain features of the Watershed Project which were proposed by the Soil Conservation Service.

It is our understanding that one of the features of the project as proposed by the Soil Conservation Service is to construct a diversion ditch beginning north of Harlow Road on the east side of the proposed Pacific Highway. This ditch would cross the Pacific Highway north of the Q Street interchange, would follow the northwest leg of the interchange around to Q Street where it would cross Q Street and follow the south side of Q Street in a westerly direction, ultimately discharging into Patterson Slough.

Items (c) and (d) of your letter would seem to rule out the above-described ditch in favor of a ditch discharging into the main ditch of item (b) east of the Pacific Highway. Mr. Elmes declares that the intent of your letter was not to rule out the above-described ditch discharging into Patterson Slough.

We want to have our plans conform to those of the District and would appreciate your advice in the matter.

Very truly yours,

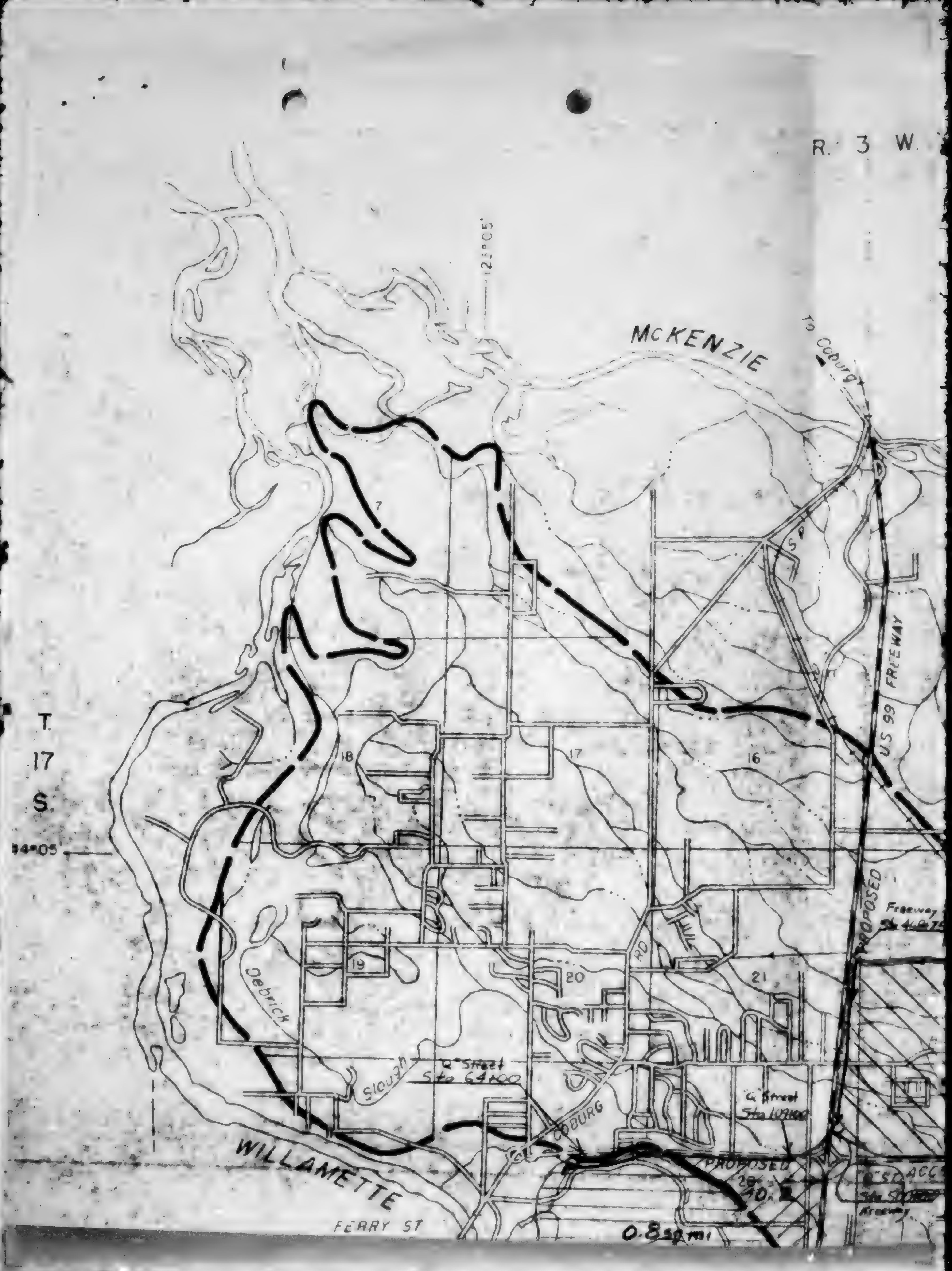
W. C. Williams
State Highway Engineer

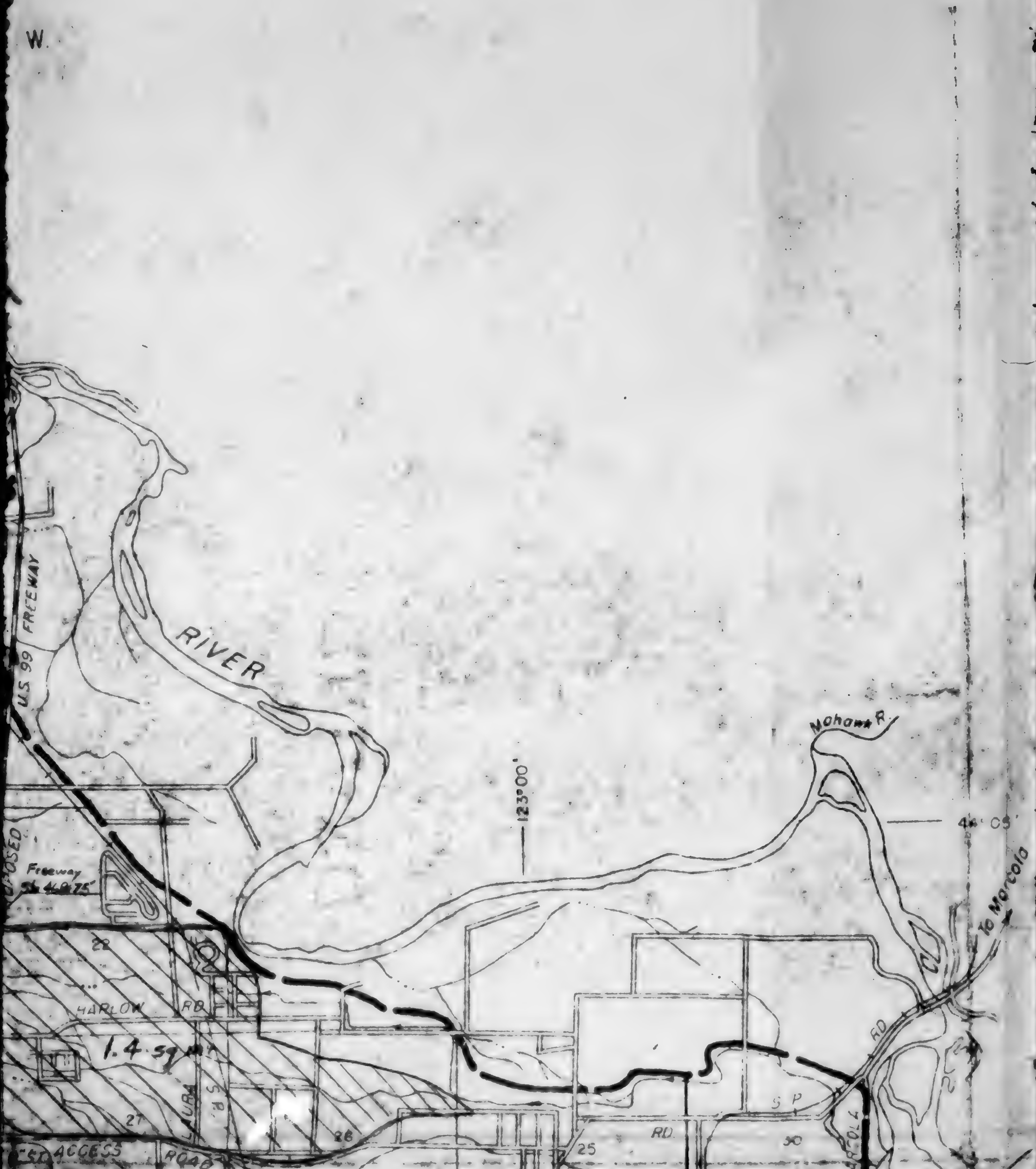
By

G. S. Paxson
Assistant State Highway Engineer

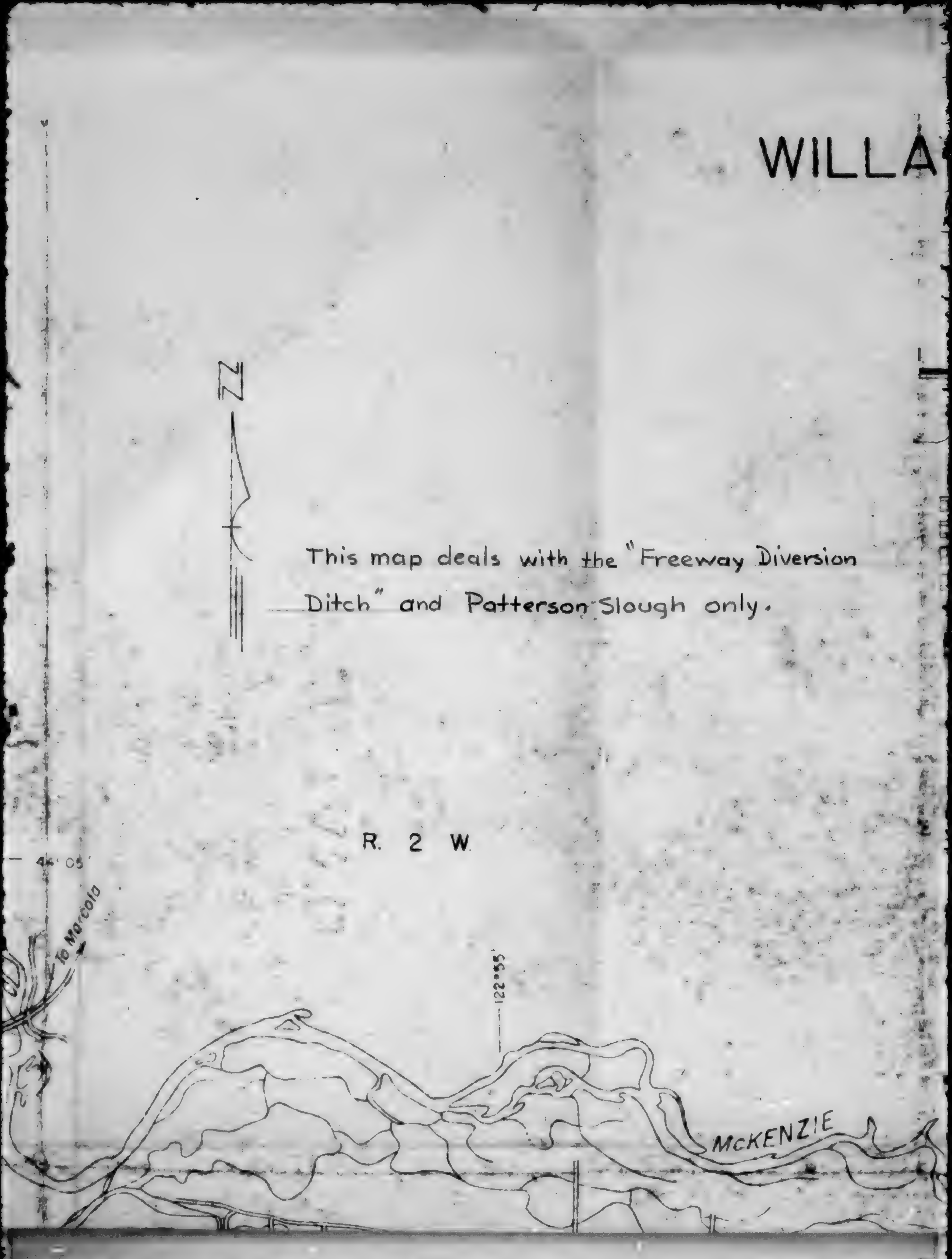
JCJ:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Roy C. Edgerton


R. 3 W.
123°05'
McKENZIE
To Coburg
SP
FREEWAY
U.S 99
T.
17
S.
44°05'
7
18
17
16
19
20
21
RD
PROPOSED
Freeway
Sta 46+75
Debrick
Slough
Q Street
Sta 64+00
Q Street
Sta 109+00
COBURG
WILLAMETTE
PROPOSED
28%
40.2
Q ST ACC
Sta 5
Freeway
FERRY ST
0.8 sq mi


W.
FREEWAY
U.S. 99
RIVER
Mohawk R.
123°00'
44°05'
To Marcola
OSED
Freeway
Sta. 46+75
22
HARLOW RD.
1.4 sq mi
LAURA
S.R.
27
26
ACCESS ROAD
Freeway
MOHAWK
25
RD.
S.P.
30
MARCOLA
RD

WILLA


N
R. 2 W.
44°05'
To Marcola
122°55'
McKENZIE

This map deals with the "Freeway Diversion Ditch" and Patterson Slough only.

AKENZIE AREA WATERSHED
LANE COUNTY, OREGON

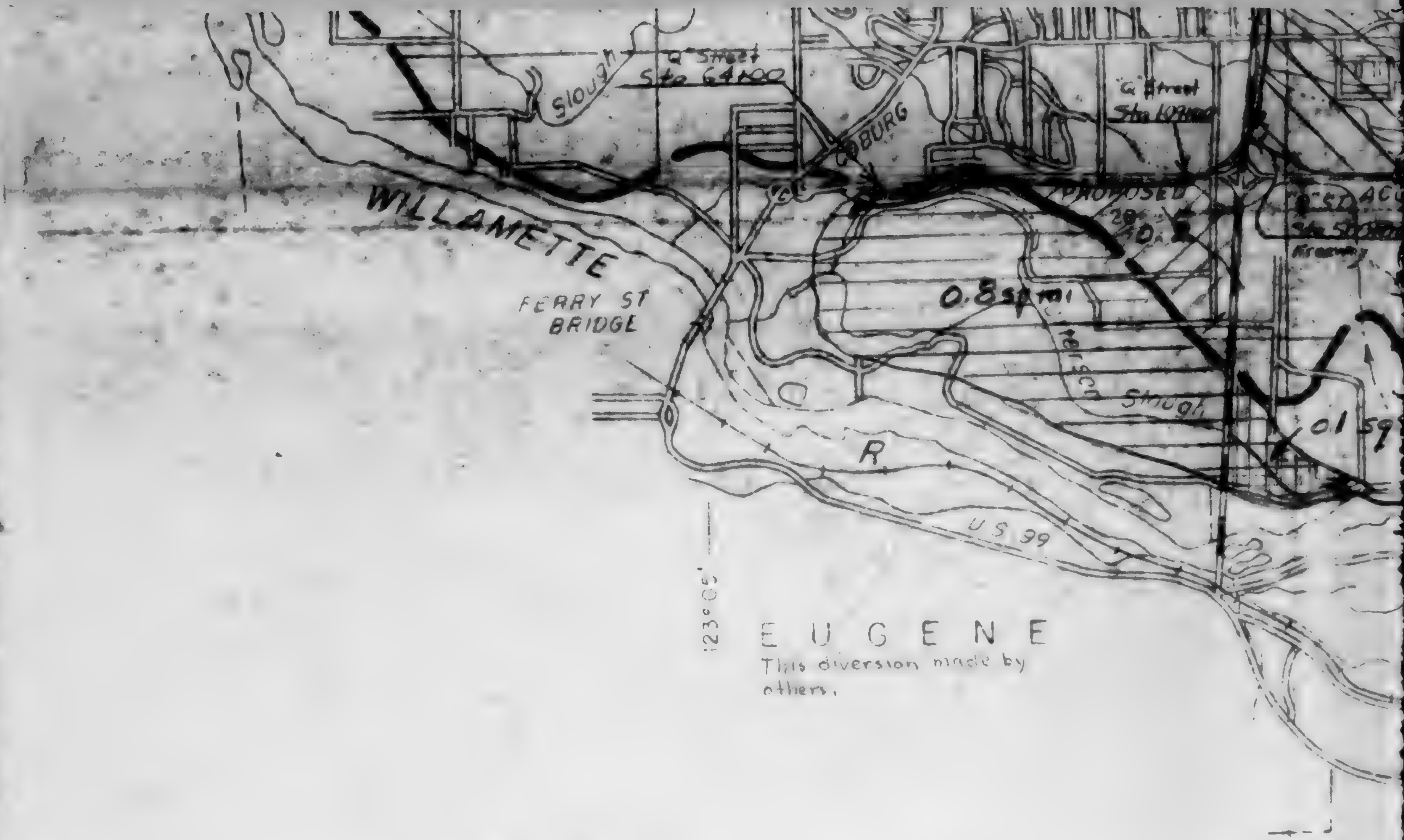
SEPTEMBER 1958

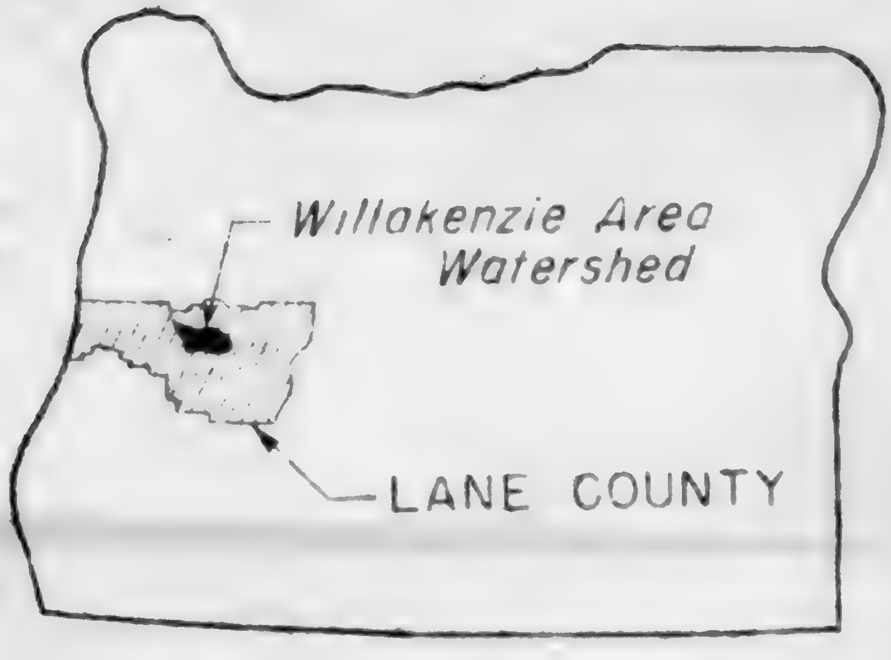
1 0 1 2
SCALE IN MILES

LEGEND

- ▤ *Natural drainage area of Patterson Slough*
- ▦ *Natural drainage to be denied Patterson Slough by watershed project*
- ▨ *Drainage added by "Q" St. access road*
- ▧ *Drainage added by watershed project*
- ← *Willamette River floodwater ingress to be closed by watershed project*
- ← *Freeway Diversion & "Q" Street channel change*

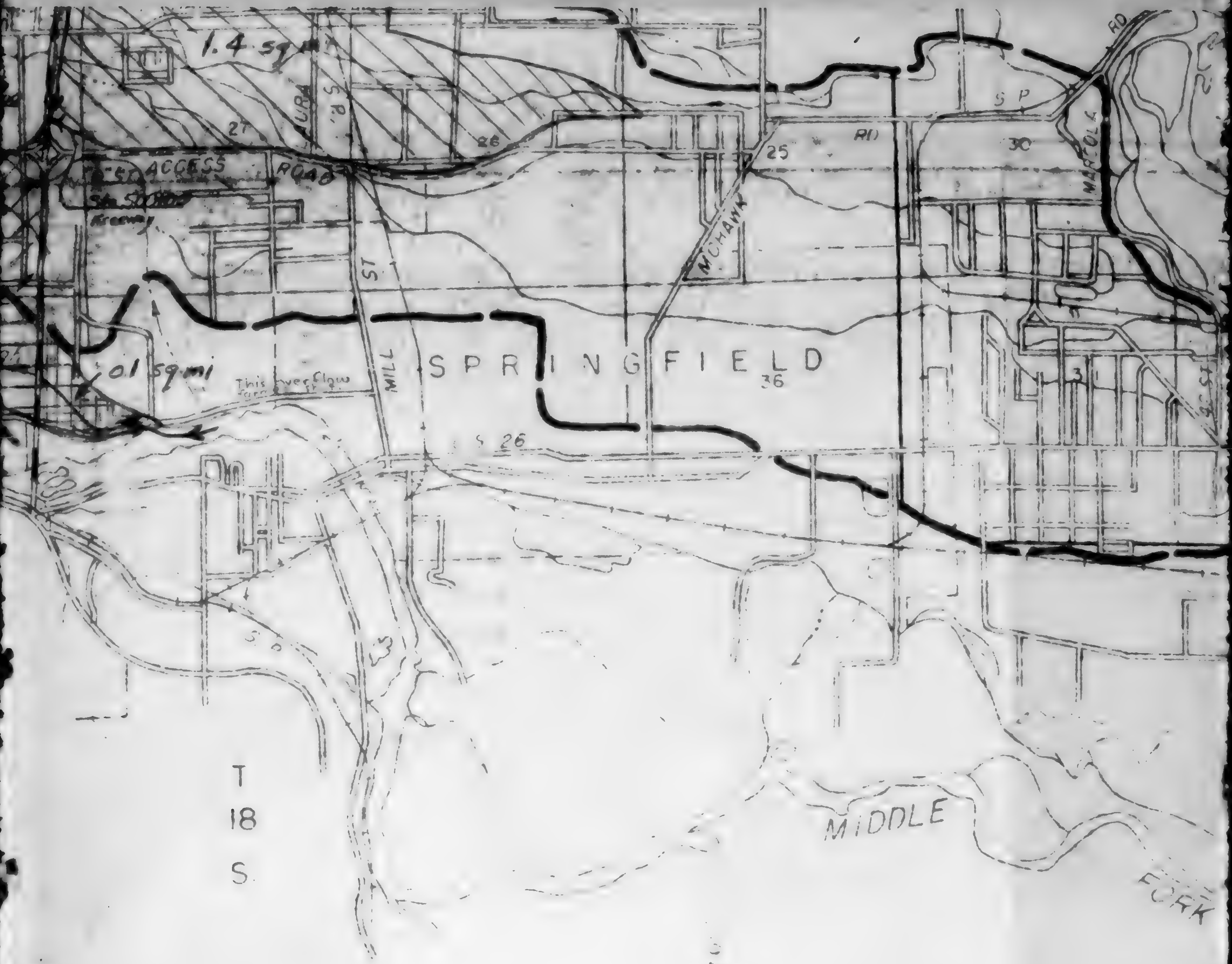
R 1 W.
122°50'
RIVER
U.S. 126
To Walterville


Slough
'Q' Street
Sta 64+00
COBURG
'Q' Street
Sta 109+00
WILLAMETTE
PROPOSED
0.8 sq mi
FERRY ST
BRIDGE
Slough
R
U.S. 99
123°05'
EUGENE
This diversion made by
others.

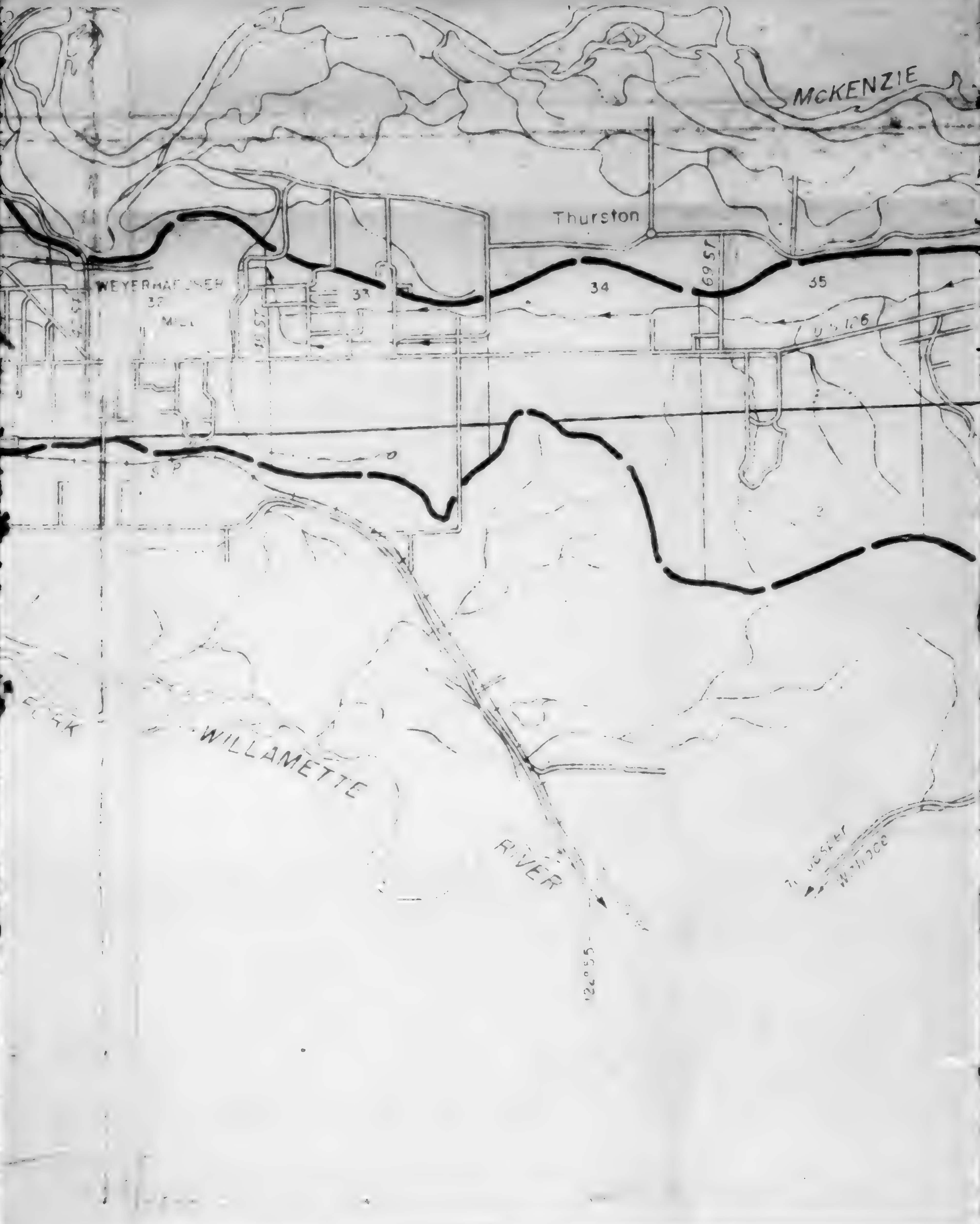

Willakenzie Area
Watershed
LANE COUNTY

LOCATION MAP

U. S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE


1.4 sq mi
LAURA
S.P.
27
26
ACCESS ROAD
Greenway
SP
RD
25
MOHAWK
30
MARCOLA
RD
ST
MILL
SPRINGFIELD
36
0.1 sq mi
This overflow
31
2ND ST
S P
T
18
S
MIDDLE
FORK

SERVICE


McKENZIE
Thurston
WEYERHAEUSER
MILL
69 ST
33
34
35
U.S. 126
S.P.
FORK
WILLAMETTE
RIVER
122°55'
Jasper
Wallace

RIVER
U.S. 126
To Walterville
22°50'
36
31
32
6
5
4

7-S-19549

RECEIVED
MAR 30 1959
FOR FILING

March 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Herewith three conformed copies of the agreement between the State, Lane County and the McKenzie Water Control District, covering the flood control work near the Q Street interchange on the McKenzie River-Judkins Point Section of the Pacific Highway in Lane County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
[illegible] - 1959
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2272

March 12, 1959

NOA-3

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of an agreement between the State Highway Commission, McKenzie Water Control Dist. and Lane County concerning drainage in the vicinity of the "Q" Street interchange on the McKenzie River-Judkins Point Section of the Interstate Highway near Eugene.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the McKenzie Water Control District.

FORM E-123-X 37.5M 10-58

1104

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
MAR 5 1959

NOA-3

March 4, 1959

Oregon State Highway Commission

Gentlemen:

There will be an agreement before you at the coming meeting of the Commission covering cooperative work between the State Highway Commission, Lane County and the McKenzie Water Control District. This has to do with drainage in the vicinity of the "Q" Street interchange on the McKenzie River–Judkins Point Section of the Interstate Highway near Eugene.

The agreement provides for the construction of certain floodways in cooperation with the United States Soil Conservation Service which will materially simplify and cheapen drainage structures in this section. The agreement specifically releases the State Highway Commission for any claim for damages which might result from the construction of the floodways under this agreement. I would recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

Ⓐ
3 COPIES TO
BE SIGNED

NOTED
FLOYD QUERY

NOA

R

RECEIVED
MAR 13 1959
FOR FILING

March 12, 1959

Gordon Corum, President
McKenzie Water Control District
530 Norkenzie Rd.
Eugene, Oregon

Dear Sir:

We are enclosing for the records and files of the McKenzie Water Control District a fully executed copy of an agreement between the State Highway Commission, Lane County and McKenzie Water Control District concerning drainage in the vicinity of the "Q" Street interchange on the McKenzie River-Judkins Point Section of the Interstate Highway near Eugene.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAR - 5 1959
FOR FILING

March 4, 1959

Oregon State Highway Commission

Gentlemen:

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The agreement provides for the construction of certain floodways in cooperation with the United States Soil Conservation Service which will materially simplify and cheapen drainage structures in this section. The agreement specifically releases the State Highway Commission for any claim for damages which might result from the construction of the floodways under this agreement. I would recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm:ae

cc to: Mr. G. S. Paxson

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MAR - [illegible] 1959
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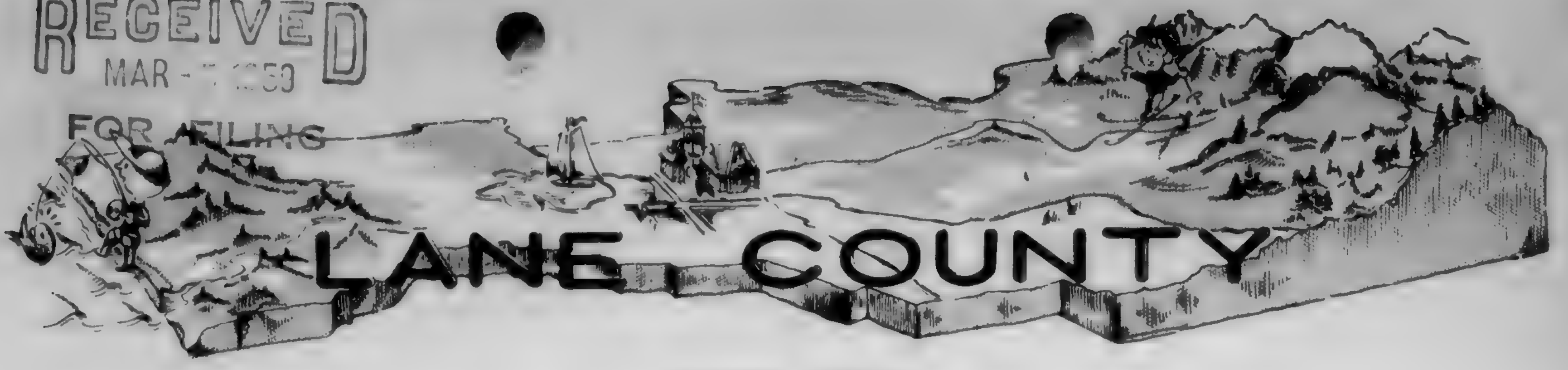

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN
RALPH PETERSEN
ROBERT W. STRAUB

March 3, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Mr. Paxson:

Returned to you herewith are three copies of the Agreement between the State, Lane County and the McKenzie Water Control District.

In accordance with your request by letter dated February 11, 1959, all copies have been signed by the Board of Commissioners for Lane County and the President and Secretary of the McKenzie Water Control District. Two copies are retained, one each by the County and the Water Control District.

It is presumed that one fully executed copy will be available for recording in the Lane County Clerk's office when completed by the Highway Commission.

Very truly yours,

Kenneth Nielsen
KENNETH NIELSEN, Chairman
Lane County Board of Commissioners

FEW:oc
Encs.

RECEIVED
MAR 4 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 26, 1959

SUBJECT: Agreement between State and Lane County relative to construction of concrete culverts on the "Q" Street and Pacific Highway Floodways
McKenzie River-Willamette River Sec.
Pacific Highway

To: G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above entitled agreement, together with Exhibit "A", which you requested by letter of February 16, 1959.

Additional copies of the agreement may be obtained in this office.

Richard Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mab

Attach:

cc - L. I. Lindas

RECEIVED
MAR 1 1959

RECEIVED
FEB 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1959
FOR FILING

February 25, 1959

Mr. Kenneth Nielsen, Chairman
Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Dear Mr. Nielsen:

On February 13 I sent you descriptions of property to be acquired for the floodways in the vicinity of the "Q" Street Interchange. I am now advised that one of the descriptions covering property which the Drainage District was to acquire is in error as to the ownership. I am attaching hereto a revised copy of the description giving the correct ownership. This has to do with File No. 29403, property now owned by Audrey McPherson and Marjorie Brabham.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Walter Wright

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 20, 1959
Right of Way Office

SUBJECT: File 29403
Ferry Street Bridge-Mohawk Road
Eugene-Springfield Highway
Audrey McPherson & Marjorie Brabham

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
OFFICE

Attached is a photocopy of a corrected description furnished this office by the State Highway Construction Department. This is a correction of one of the descriptions forwarded to you by letter of February 11, but was to have been acquired by the McKenzie Water District. Perhaps the correction is not of sufficient importance to send to the McKenzie Water District, as only the names and the recording references have been corrected, as noted in red pencil.

Earl F Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: Photocopy of
description

RECEIVED
FEB 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1959
FOR FILING

Salem, Oregon
February 16, 1959

Mr. Leonard I. Lindas

"Q" Street and Pacific
Highway Floodways
McKenzie R.-Willamette R. Section
Pacific Highway

Will you please prepare an agreement to be entered into by the Board of Commissioners for Lane County and the Oregon State Highway Commission whereby the following reinforced concrete box culverts will be constructed by the Highway Department as a part of the contract for the above-named section of the Pacific Highway and Lane County shall reimburse the Highway Department for the cost thereof:

1. Single 8' x 4' box culvert approximately 158 feet long at Floodway "A", Station 495, Harlow Road.
2. Triple 9' x 7' culvert approximately 90 feet long at Floodway "B", Station 127, Garden Way.

This agreement will be supplemental to the three-party agreement entered into by State, County and District whereby Floodways "A" and "B" will be constructed and will in no way alter the primary agreement whereby the County shall build, revise and maintain all county structures carrying county roads over the floodways. The Highway Department will only act as agent for the County.

The Highway Commission will include these culverts on a non-federal cost basis in its contracts for the construction of the above-named section of the Pacific Highway and will be reimbursed therefor by Lane County. The reimbursement by Lane County will be in the amount of the actual cost to the State and will be determined as follows: The State's contract for the construction of the highway will include bids on the unit prices for the items entering into the culvert construction. These unit bids applied to the actual quantities in the culverts will determine the cost. The work will include the restoration of the embankment and roadway surfacing at the Garden Road culvert. To the construction cost as established above shall be added the cost of engineering, which shall be a percentage of the total engineering cost of the project in the ratio that the construction cost of the culverts bears to the total construction cost of the project. Prior to award of the contracts, Lane County will place on deposit with the Highway Commission a sum representing the estimated cost of construction of these culverts, plus engineering. Should the actual cost of the culverts exceed the amount deposited, Lane County will pay to the State the excess and should the actual cost be less than the deposit, the State shall refund the balance to Lane County.

The approximate locations of these culverts are shown on the enclosed Exhibit "A".

G. S. Paxson
Assistant State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant
Mr. Roy G. Edgerton

WCH:ae

RECEIVED
FEB 17 1959
FOR FILING

Salem, Oregon
February 16, 1958

Mr. Ivan D. Merchant

"Q" Street and Pacific
Freeway Floodways
McKenzie R.-Willamette R. Section
Pacific Highway

Please prepare plans and specifications for the triple 9' x 7' reinforced concrete box culvert shown at Floodway "F", Station 127 (Garden Way), and the 8' x 4' reinforced concrete box culvert shown at Floodway "A", Station 495 (Harlow Road), on the enclosed Exhibit "A".

By a forthcoming agreement with the Board of Commissioners for Lane County, supplemental to the 3-party agreement entered into by State, County and District, for the purpose of constructing subject floodways, the Highway Commission will include these structures on a non-federal cost basis in its contracts for the construction of the above-named section of the Pacific Highway and will be reimbursed therefor by Lane County.

By copy of this letter, I am requesting that the Construction Division make the necessary revisions in the grading plans.

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Roy C. Edgerton

WCH:ae

RECEIVED
FEB 16 1959
FOR FILING

February 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: McKenzie River-Judkins
Point Section - Lane County

Dear Sir:

Attached hereto is an unsigned copy of the agreement between the State, Lane County and the McKenzie Water Control District. This is identical, except for minor changes in wording relative to matters between the Water District and the County, with the draft discussed with you on January 30. The County and the District have agreed to the terms of the agreement, and it will be forwarded to them for execution as soon as it can be prepared in final form.

The State, after carefully considering the costs and effect of the drainage system upon the highway project, is agreeing to cooperate with the District and to coordinate its construction with the plans prepared by the U. S. Soil Conservation Service. The Soil Conservation Service indicates that it will expend in excess of $800,000 on the project, exclusive of the work covered by this agreement.

While it would have been possible to carry the drainage as it now exists under the highway to be built under the present project, the eventual extension of the Eugene-Springfield Highway easterly from Mill Street to a connection with the McKenzie Highway east of Springfield would have encountered drainage problems that would be solved only at great expense.

Estimates of the relative cost of the highway project on the basis of proceeding withoutreference to the plans of the District and on the basis of coordination with the District plans as provided in the attached agreement were made. These estimates are for the drainage structures only. All material excavated for the floodways will be used in the highway embankments and will reduce the borrow and haul by the amount of material being obtained from the floodway excavation. The estimates are sub-divided into the present project and the extension of the Eugene-Springfield Highway easterly from Mill Street to the Mohawk Road. The estimates of cost are as follows:

Drainage As It Now Exists

Current Project West of Mill Creek	$247,600
Mill Street to Mohawk Road	196,400
	$444,000

Drainage Under District Plan

Current Project West of Mill Creek	$272,000
Mill Street to Mohawk Road	50,100
	$322,100

The estimated cost by coordination with the District's plan shows a saving in cost of $121,900

All of the material excavated from the floodways can be used in the highway embankments. The estimated embankment quantities are 881,135 cubic yards. The excavation from floodways is 488,140 cubic yards. The excess embankment will be from borrow pits as would have been the case for the entire yardage had this material not been available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attachment

GSP:ae

cc to: Mr. W. C. Williams

G.S. Paxson : 1-30-59

Excavation and Embankment Quantities in Vicinity of "Freeway Diversion" Floodway A and "Q Street" Floodway B

Section	Quantity, Cu. Yd. Embankment	 Excavation
Freeway-468+70 to 545+00	130,777	
Floodway A-468+70 to 531+15		71,000
Q St 73+00 to 112+09	75,632	
Q St 148+00 to 185+00	78,140	
Floodway B - 64 to 192		417,139
Q St Interchange	569,850	
Garden Way Overxing	27,531	
Harlow Road Overxing	26,736	
	881,135	488,139

This being an "Embankment in Place" job there is no pay item for haul. Haul will be represented in the price bid for "Embankment in Place."

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET
SHEET ______ OF ______ SHEETS

Q ST DRAINAGE — NORMAL PLAN
TO MILL ST

(Roadway & Ditches)

4-21-69
TEEL

ITEM	→	UNIT	QUANT	ALLOW	TOTAL Q	PRICE	COST	
36"	Conc pipe	Lin ft	639	10%	703	10.00	7030	
18"	"	Lin ft	322		354	4.50	1593	
24"	" "	"	2134		2347	6.00	14,082	
30"	" "	"	726		799	8.50	6,792	
48"	" "	"	1284		1412	15.00	21,180	
18"	MES	Each	2		2	50.00	100	
24"	"	"	20		22	85.00	1870	
30"	"	"	4		5	110.00	550	
36"	"	"	4		5	135.00	675	
48"	"	"	24		26	200.00	5200	
22"x13"	ATCMP	Lin ft	175		193	5.50	1062	
22"x13"	MES	Each	2		2	60.00	120	
Rock Bk Fill		Cy	1820	25%	2275	4.00	9,100	
Rip Rap Loose		"	230	"	288	3.50	1008	
Drain Exc		Cy	3143	25%	3929	3.00	11787	
Str Exc		"	44	25%	55	5.00	275	
Acc Rd	Crush Mat	Cy	1460	10%	1606	2.50	4015	
Water		M Gal	37	"	41	3.00	123	
					+ E&C 20%		17,562	$93,100
Structures (see attach. list)								$104,500
Temporary Struct's @5/100+								$50,000
								$247,600

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

"Q" ST DRAINAGE - NATURAL PLAN

STRUCTURES

Location →			Type		Size	Length	Amt	
PLS	486+15		RCBC	4 bbl	8"x5"	232'	43,100	
	499+75		"	"	"	206'	38,100	
	477+53		"	1 bbl	4"x4"	196'	5,900	
							87,100	
				+ E&C 20%				
							$	104,500

Form [illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

1-29-59
TEEL & JJ.

SHEET ____ OF ____ SHEETS

Q ST DRAINAGE — NORMAL PLAN

MILL ST TO MOHAWK RD.

ITEM	→	UNIT	QUAN	ALLOW	NET Q	PRICE	COST	
STR EXC		CY	570	25%	713	5.00	3565	
DRAIN EXC		CY	2627	25%	3284	3.00	9852	
Rip Rap		CY	385	10%	424	3.50	1484	
18" CONC PIPE		LIN FT	503	}	553	4.50	2489	
24"	" "	"	120	}	132	6.00	792	
30"	" "	"	68	}	75	8.50	638	
				+ E & C 20%			18,820	
								$ 22,600
STRUCTURES — SEE ATTACHED SHEET								$ 155,200
R/W	-	ACRE	1.43	25%	1.80	2000.00		$ 3600
HOUSE @ ℄ 226+50 — (50' Rt)								$ 15,000
						TOTAL		$ 196,400
Ferry Street Bridge - Mill Street Unit							247,600	
Mill Street - Mohawk Road Unit							196,400	
			Grand Total					$ 444,000

Form 2-40-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

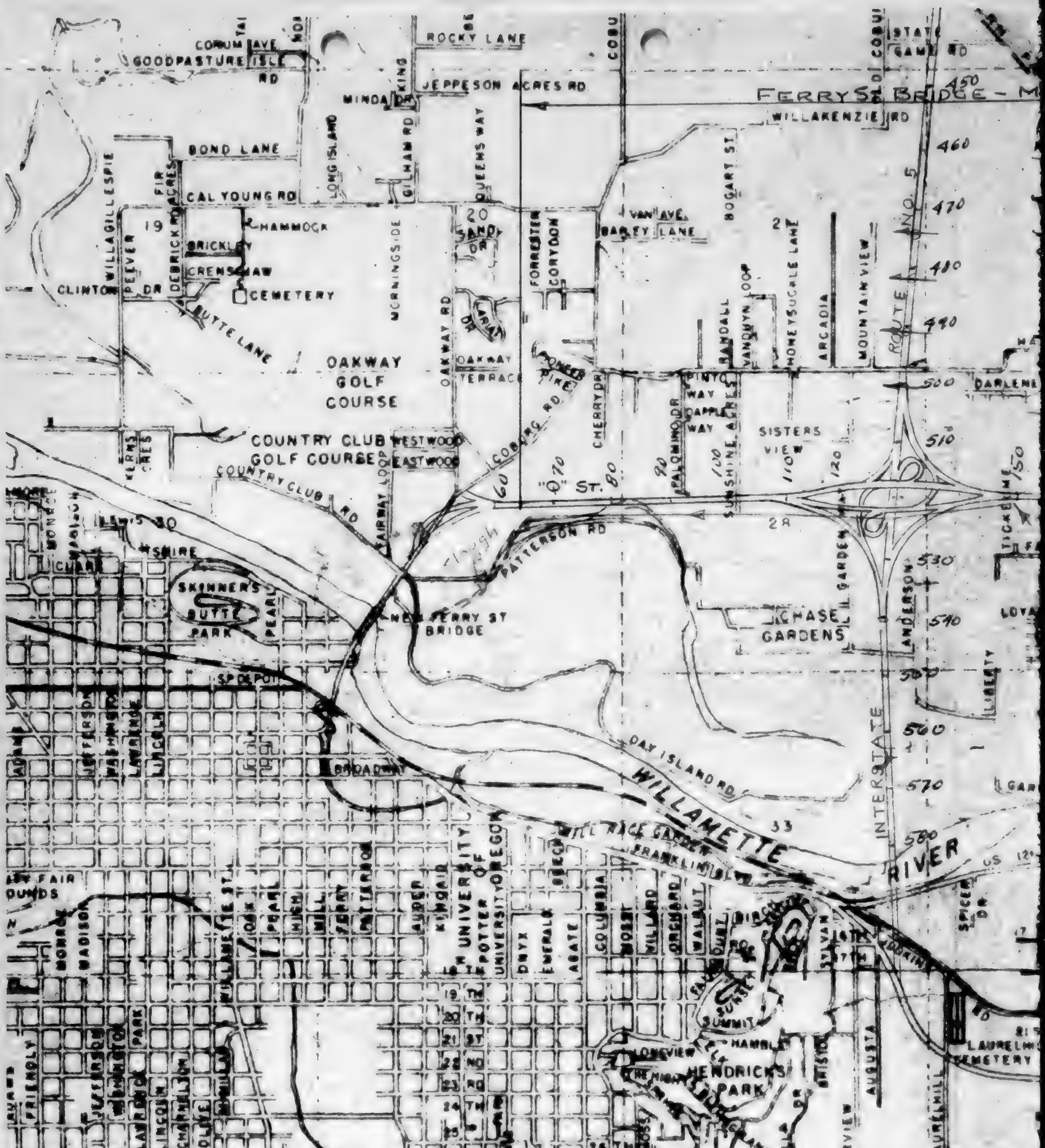
1-29-59
TEGK & J. J.
SHEET ____ OF ____ SHEETS

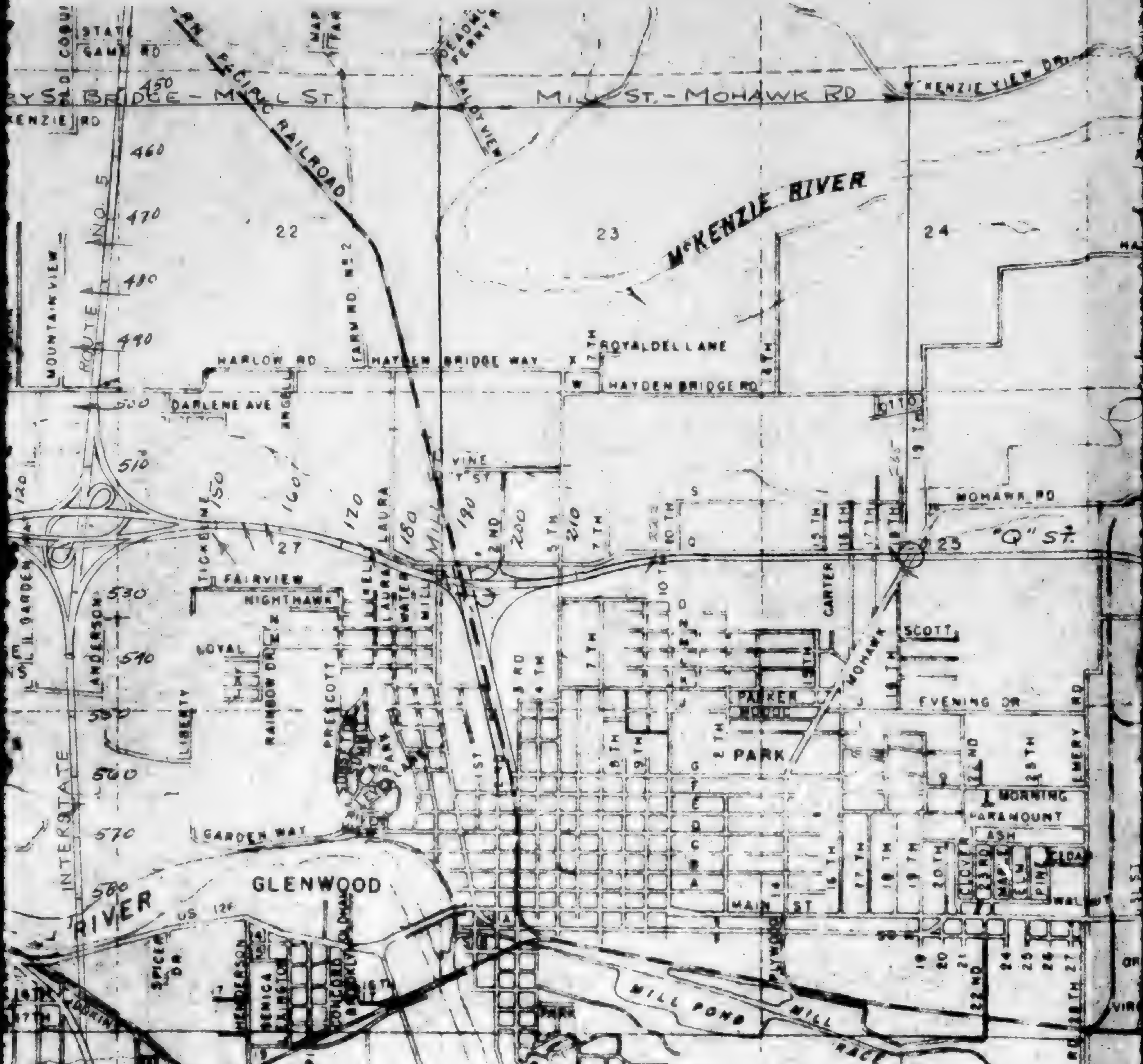
Normal drainage plan

Mill Street to Mohawk Road

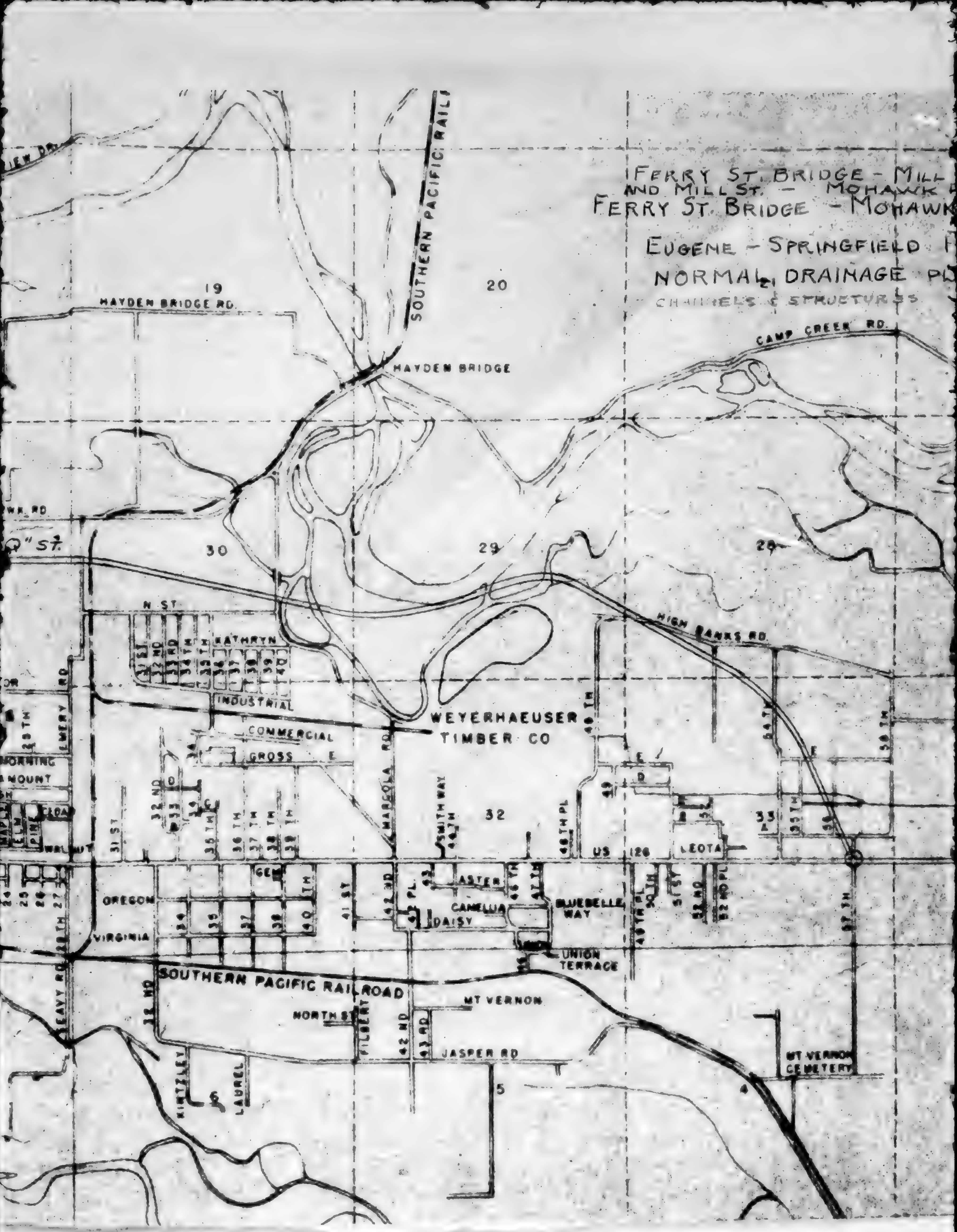
Structures

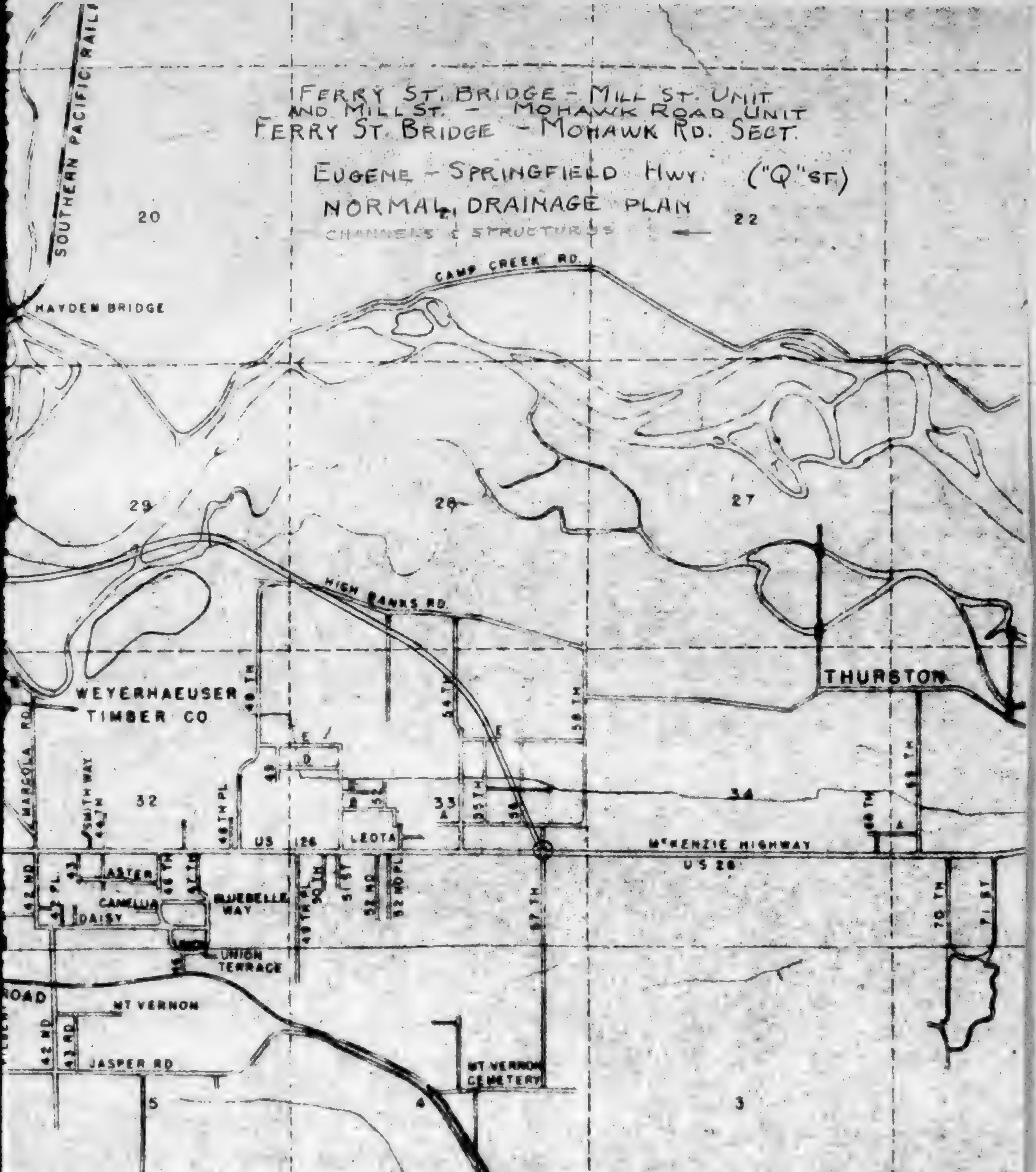
Location	Type		Size	Length	Amt	
QL^{2} 187 (Mill St)	RCBC	3 Bbl	10x5	32	7,310	
QL^{2} 190+34	RCBC	3 Bbl	10x5	175	41,600	
QL^{2} 192	RR Trestle & Shoofly				30,000	
QL^{2} 193	Tbr Str Equip Rdwy			42	4,500	
QL^{2} 228+30	RCBC	4 Bbl	7x4	120	19,050	
QL^{2} 261	RCBC	3 Bbl	8x3	135	18,380	
QL^{2} 265 (Mohawk Rd)	RCBC	3 Bbl	8x3	44	8460	
		+E & C 20%			129,300	
						$155,200


CORUM AVE
GOODPASTURE ISLE RD
ROCKY LANE
JEPPESON ACRES RD
MINDA DR
KING
FERRY ST BRIDGE
STATE GAME RD
WILLAKENZIE RD
450
460
470
480
490
500
510
530
540
550
560
570
580
BOND LANE
CAL YOUNG RD
LONG ISLAND
GILHAM RD
QUEENS WAY
WILLAGILLESPIE
PELVER
FIR ACRES
DEBRICK RD
HAMMOCK
BRICKLEY
CRENSHAW
CEMETERY
CLINTON DR
BUTTE LANE
MORNINGSIDE
OAKWAY RD
20
19
SANDY DR
FORRESTER
CORYDON
VAN AVE
BARLEY LANE
BOGART ST
27
RANDALL
VANDYN LOOP
HONEYSUCKLE LANE
ARCADIA
MOUNTAIN VIEW
ROUTE NO. 5
OAKWAY GOLF COURSE
OAKWAY TERRACE
PONDEROSA PINE
CHERRY DR
PALOMINO DR
PINTO WAY
DAPPLE WAY
SUNSHINE ACRES
SISTERS VIEW
DARLENE
COUNTRY CLUB GOLF COURSE
WESTWOOD
EASTWOOD
FAIRWAY LOOP
COUNTRY CLUB RD
COBURG RD
60
70
80
90
100
110
120
150
"Q" ST.
28
PATTERSON RD
GARDEN
ANDERSON
CHASE GARDENS
TICKLE
LOVA
LIBERTY
LEWIS
CHASE
SKINNERS BUTTE PARK
PEARL
NEW FERRY ST BRIDGE
SP DEPOT
BROADWAY
ADAMS
JEFFERSON
WASHINGTON
LAWRENCE
LINCOLN
DAY ISLAND RD
WILLAMETTE RIVER
INTERSTATE
33
MILL RACE GARDEN
FRANKLIN BLVD
US 126
SPICER DR
FAIR GROUNDS
MONROE
MADISON
WILLAMETTE ST
OAK
HIGH
MILL
FERRY
PATTERSON
ALDER
KINCAID
UNIVERSITY
UNIVERSITY OF OREGON
POTTER
ONYX
EMERALD
AGATE
COLUMBIA
MOSS
VILLARD
ORCHARD
WALNUT
FAIRMOUNT
SUNSET
SUMMIT
HAMBLET
LONGVIEW
HENDRICKS PARK
SYLVAN
17TH
19TH
20TH
21 ST
22 ND
23 RD
24 TH
25 TH
26 TH
27 TH
28 TH
29 TH
FRIENDLY
CHARNELTON
OLIVE
PARK
AMAZON PARK
HILYARD
ELINOR
BAKER
FLORAL HILL DR
RIVERVIEW
AUGUSTA
BRISTOL
LAURELHILL
LAUREL HILL CEMETERY
CENTRAL
PRINCE
GLENWOOD



MILL ST. - MOHAWK RD
BRIDGE - MILL ST
McKENZIE RIVER
PACIFIC RAILROAD
STATE GAME RD
McKENZIE RD
McKENZIE VIEW DR
DEADMON FERRY
BALDY VIEW
FARM RD No 2
HARLOW RD
HAYDEN BRIDGE WAY
HAYDEN BRIDGE RD
ROYALDEL LANE
DARLENE AVE
ANGELL
MOUNTAIN VIEW
ROUTE No 5
INTERSTATE
OTTO
MOHAWK RD
"Q" ST
VINE
FAIRVIEW
NIGHTHAWK
LOYAL
RAINBOW DR
LIBERTY
PRESCOTT
LAURA
MILL
WATER
ANDERSON
GARDEN
TICKEBINE
CARTER
SCOTT
MOHAWK
PARKER
EVENING DR
PARK
MORNING
PARAMOUNT
ASH
CLOVER
MAPLE
ELM
PINE
CEDAR
EMERY RD
MAIN ST
PLYWOOD
GARDEN WAY
GLENWOOD
RIVER
US 126
SPICER DR
HENDERSON
SENECA
LIVINGSTON
CONCORD
BROOKLYN
MILL POND
MILL RACE
HIGH
EAST
OAK
ASH
DORIS
PINE
LAURELHILL CEMETERY
LAURELHILL
AUGUSTA
RIVERVIEW
HARRISON
MISSISSIPPI
21ST
GLENWOOD BLVD
SEAVY RD
28TH
22ND
PACIFIC
22
23
24
27
2
3
450
460
470
480
490
500
510
530
540
550
560
570
580
120
150
160
170
180
190
200
210
225


FERRY ST. BRIDGE - MILL
AND MILL ST. - MOHAWK
FERRY ST. BRIDGE - MOHAWK
EUGENE - SPRINGFIELD
NORMAL DRAINAGE PL
CHANNELS & STRUCTURES
SOUTHERN PACIFIC RAIL
19
20
HAYDEN BRIDGE RD.
HAYDEN BRIDGE
CAMP CREEK RD.
"Q" ST.
30
29
28
N ST.
KATHRYN
31 ST
32 ND
33 RD
34 TH
35 TH
36 TH
37 TH
38 TH
39
40
INDUSTRIAL
COMMERCIAL
GROSS
E
EMERY RD
28 TH
MORNING
MOUNT
PINE
ELM
CEDAR
WALNUT
WEYERHAEUSER
TIMBER CO
HIGH BANKS RD.
48 TH
49
D
E
54 TH
58 TH
MARCOLA RD
SMITH WAY
44 TH
32
46 TH PL
33
55 TH
56
US 126
LEOTA
ASTER
CAMELLIA
DAISY
43 PL.
42 ND
41 ST
46 TH
47 TH
BLUEBELLE WAY
49 TH PL
51 ST
52 ND
53 RD PL
57 TH
OREGON
VIRGINIA
24
25
26
27
28 TH
LEAVY RD
34
35
37
38
40
UNION TERRACE
SOUTHERN PACIFIC RAILROAD
MT VERNON
NORTH ST
FILBERT
42 ND
43 RD
JASPER RD
38 ND
KINTZLEY
LAUREL
5
4
MT VERNON CEMETERY



FERRY ST. BRIDGE - MILL ST. UNIT
AND MILL ST. - MOHAWK ROAD UNIT
FERRY ST. BRIDGE - MOHAWK RD. SECT.

EUGENE - SPRINGFIELD HWY. ("Q" ST.)
NORMAL DRAINAGE PLAN

CHANNELS & STRUCTURES
SOUTHERN PACIFIC RAIL
HAYDEN BRIDGE
CAMP CREEK RD.
20
22
29
28
27
HIGH BANKS RD.
THURSTON
WEYERHAEUSER TIMBER CO.
MARCOLA RD.
SMITH WAY
44TH
32
48TH PL.
48TH
E
D
54TH
58TH
F
55TH
56
33
A
34
A
68TH
69TH
US 126
LEOTA
McKENZIE HIGHWAY
US 28
42ND
43 PL.
ASTER
CAMELLIA
DAISY
46TH
47TH
BLUEBELLE WAY
49TH PL.
50TH
51ST
52ND
52ND PL.
57TH
70TH
71 ST
UNION TERRACE
ROAD
MT VERNON
42ND
43RD
JASPER RD
MT VERNON CEMETERY
5
4
3

Form E-40y-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF .... SHEETS

FERRY ST BRIDGE - MILL ST UNIT &
PACIFIC FREEWAY 468+70 to "Q" St X'CH
To MILL ST
(Roadway & Ditches) DRAINAGE COSTS w/ FLOOD CONTROL 1-21-59
TEEL

ITEM	→	UNIT	QUANT	ALLOW	TOTAL Q.	PRICE	COST	
6" Perf CMP		Lin ft.	90	10%	99	1.00	99	
18" Conc Pipe		"	672		739	4.50	3,326	
24" Conc "		"	390		429	6.00	2,574	
30" Conc "		"	1329		1462	8.50	12,427	
36" Conc "		"	708		779	10.00	7,790	
18" Flare inlet		Ea.	7		8	50.00	400	
24" " "		"	5		6	85.00	510	
30" " "		"	17		19	110.00	2,090	
36" " "		"	11		12	135.00	1,620	
Drain Exc		CY	735	25%	919	3.00	2757	
Crush Filter		CY	50	"	63	5.00	315	
Gravel BK Fill		CY	5025	"	6281	4.00	25,124	
				"				
Rip Rap (dump)		CY	6451	"	6289	3.50	22012	
							81,044	
				+ Eng 20%				$97,300
Box culverts (see separate sheet)								$125,400
DROP STRUCT			4					$37,000
WATER MAIN support thru channel								$5,500
Adjust & protect 30" & 10" Water Mains								6000
								$272,000

Form E-60-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

"Q" ST FLOOD CONTROL

Drop structures

ITEM	→	UNIT	Quan.	Allow	Total q	Price	Cost.	
42" Conc Pipe		Lin Ft	216	10%	238	11.00	2618	
(500 ±)								
					+ 12½% E&C			2900
		PER WALT						
			500					720
			QL² 148					7200
			L² 150					26,225
								\$37,045
						USE		\$37,000
QL² 180 - Lower								
10" Water Main		Lin Ft	130	10%	143	10.00	1430	
QL² 180 - Lower								
30" Water Main		Lin Ft	190	10%	209	20.00	4180	
QL² 180 - Plain								
Conc cap 30" main		Cy	26	10%	29	40.00	1160	
								6770

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

"Q" ST FLOOD CONTROL

BOX CULVERTS

ITEM →		UNIT	QUAN.	ALLOW	TOTAL Q.	PRICE	COST	
				10%				
L2 – 150+00								
	Conc	CY	265		292	50.00	14,600	
	STEEL	Lb.	44,100		48,510	0.14	6,792	
	Dr X	CY	80		88	3.00	264.	
L5 – 520+30							21,665	
BRIDGE DEPT	CONC	CY			1169.5	55.00	64,322	
	STEEL	Lb			169,743	0.14	[illegible]	
	Dr X	CY	600		660	3.00	[illegible]	
							89,766	
							21,655	
							89,766	
							$ 111,[illegible]	
				+12½% Eec				
				Use This →			$	125,400

Form E-40-

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

1-29-57
TEEL & I.J.
SHEET ...... OF ...... SHEETS

Q ST DRAINAGE — FLOOD CONTROL PLAN

MILL ST TO MOHAWK ROAD

ITEM →	UNIT	QUAN	ALLOW	NET Q	PRICE	COST	
STR EXC	CY	134	25%	168	5.00	840	
DRAIN EXC	CY	110	25%	138	3.00	414	
18" CONC PIPE	LIN FT	257	10%	283	4.50	1274	
24" CONC "	"	130	10%	143	6.00	858	
GUARD RAIL	"	3800	10%	4180	3.00	12,540	
				+ E&C 20%		15,926	
							$ 19,100
STRUCTURES — SEE ATTACHED LIST							$ 31,000
				TOTAL			$ 50,100

Ferry Street Bridge - Mill Street Unit	272,000	
Mill Street - Mohawk Road Unit	50,100	
Grand Total		$ 322,100

Form [illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

1-29-59

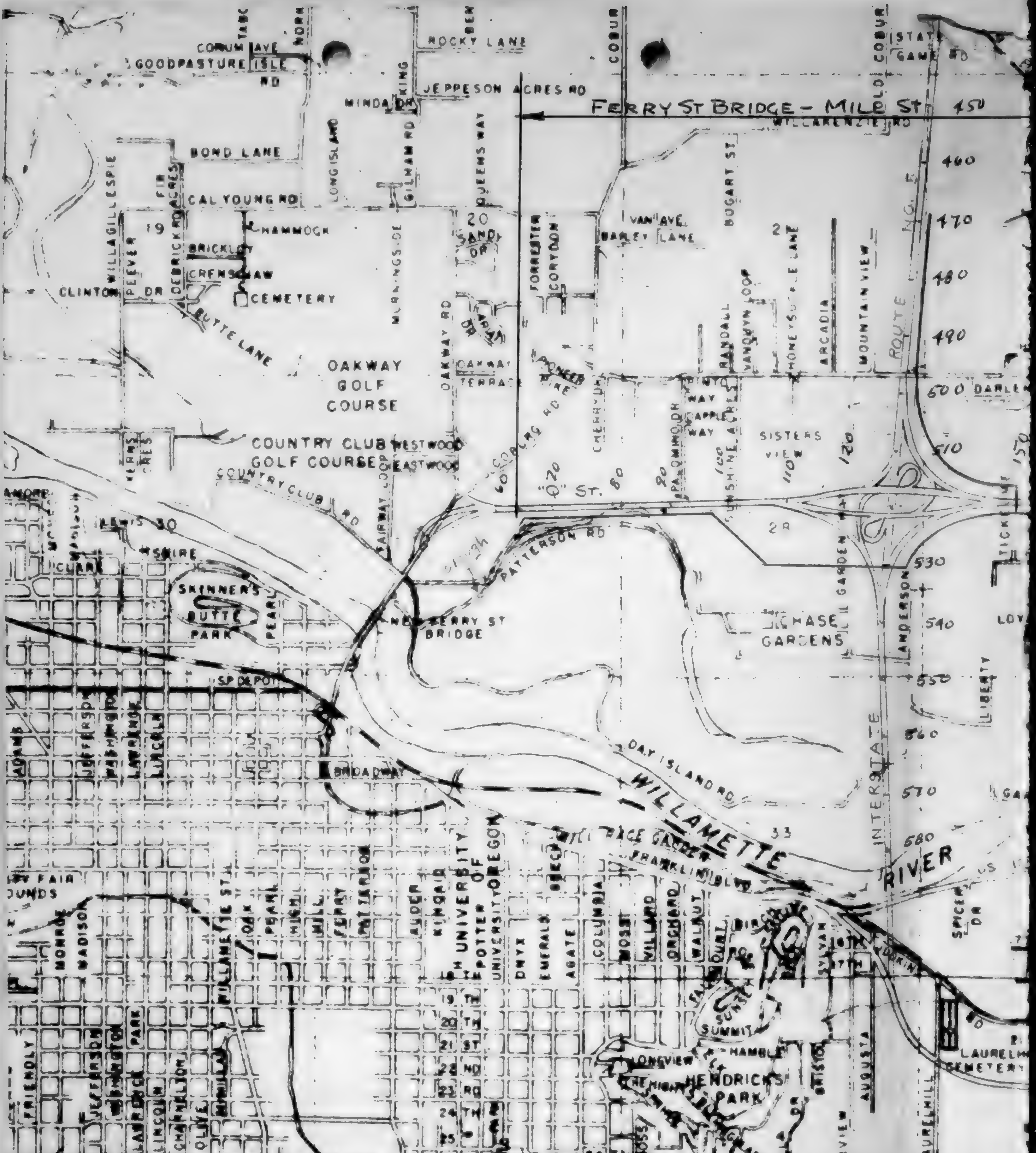
SHEET ______ OF ______ SHEETS

Flood Control Plan

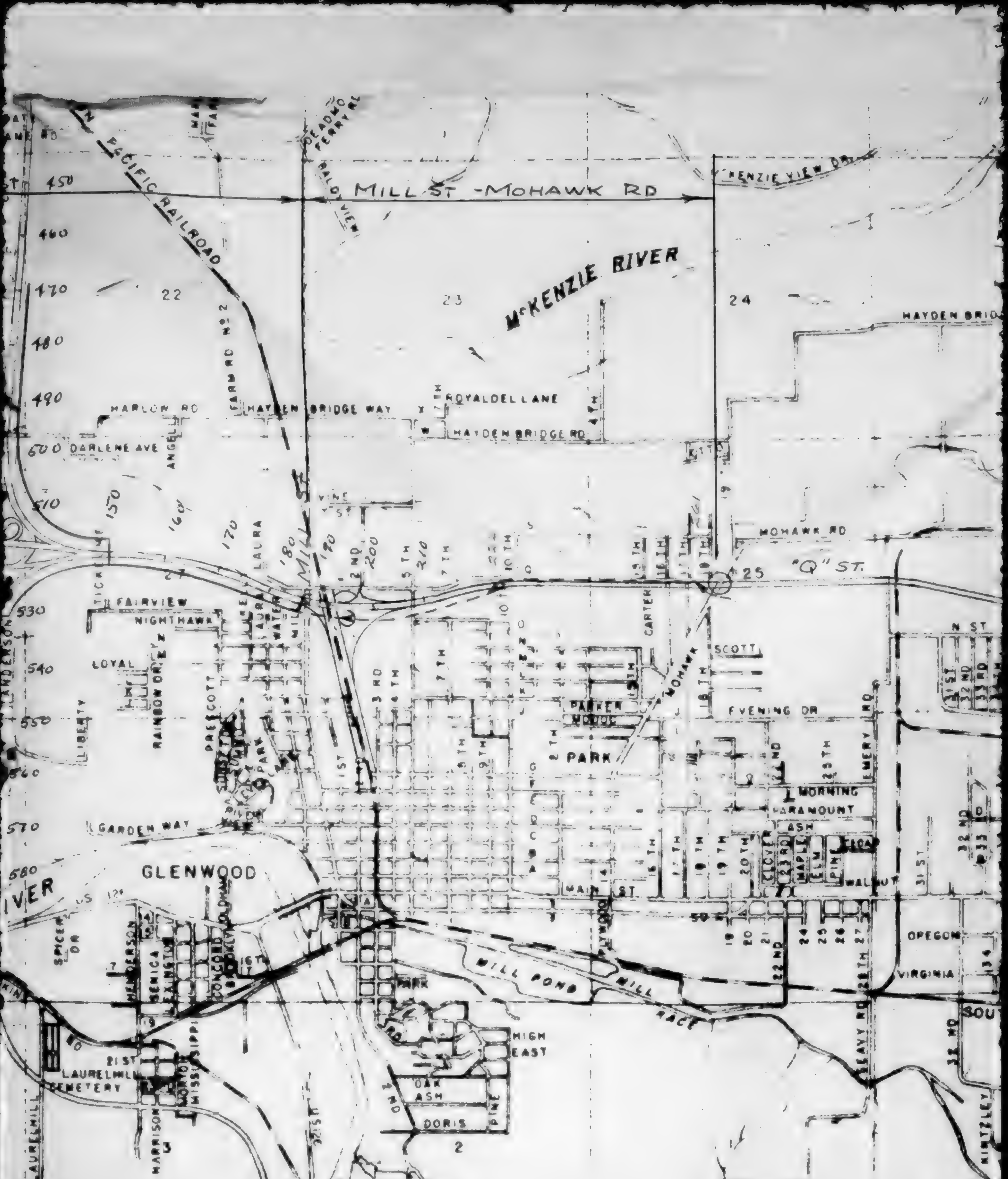
Mill Street to Mohawk Rd

Structures

Station		Type		Size	Length	Amt	
QL^2 193		Thr Str	Equip Rdwy		42	4500	
QL^2 223+50		RCBC		10x5	170	12,000	
QL^2 261		RCBC		10x5	130	9,360	
			+ E&C 20%			25,860	
							$31,000



FERRY ST BRIDGE - MILE ST
450
460
470
480
490
500
510
520
530
540
550
560
570
580
GOODPASTURE ISLE RD
CORUM AVE
ROCKY LANE
JEPPESON ACRES RD
MINDA DR
KING
LONG ISLAND
GILMAN RD
QUEENS WAY
COBUR
WILLAKENZIE RD
STATE GAME RD
BOND LANE
CAL YOUNG RD
HAMMOCK
BRICKLEY
CRENSHAW
CEMETERY
CLINTON DR
WILLAGILLESPIE
PEEVER
DEBRICK
FIR ACRES
BUTTE LANE
MORNINGSIDE
SANDY DR
OAKWAY RD
OAKWAY TERRACE
FORRESTER
CORYDON
VAN AVE.
BARLEY LANE
BOGART ST
MOUNTAIN VIEW
ARCADIA
HONEYSUCKLE LANE
VANDYN LOOP
RANDALL
ROUTE NO. 5
OAKWAY GOLF COURSE
COUNTRY CLUB GOLF COURSE
WESTWOOD
EASTWOOD
COUNTRY CLUB RD
KERNS ACRES
PIONEER PIKE
COBURG RD
CHERRY DR
PALOMINO DR
PINTO WAY
DAPPLE WAY
SUNSHINE ACRES
SISTERS VIEW
"O" ST.
DARLENE
PATTERSON RD
FAIRWAY LOOP
CLARK
SHIRE
LEWIS
SKINNER'S BUTTE PARK
PEARL
NEW FERRY ST BRIDGE
SP DEPOT
BROADWAY
CHASE GARDENS
GARDEN
ANDERSON
LIBERTY
DAY ISLAND RD
WILLAMETTE RIVER
INTERSTATE
MILL RACE GARDEN
FRANKLIN BLVD
ADAMS
JEFFERSON
WASHINGTON
LAWRENCE
LINCOLN
FAIR GROUNDS
MONROE
MADISON
OAK
WILLAMETTE ST
HIGH
MILL
FERRY
PATTERSON
ALDER
KINCAID
UNIVERSITY
UNIVERSITY OF OREGON
POTTER
ONYX
EMERALD
AGATE
COLUMBIA
MOSS
VILLARD
ORCHARD
WALNUT
FAIRMOUNT
SYLVAN
SUNSET
SUMMIT
HAMBLE
LONGVIEW
HENDRICKS PARK
FLORAL HILL DR
BRISTOL
AUGUSTA
RIVERVIEW
LAURELHILL
LAUREL HILL CEMETERY
SPICER DR
FRIENDLY
CHARNELTON
OLIVE
AMAZON PARK
HILYARD
ELINOR
BAKER
CEN
CENTRAL
29 TH
19 TH
20 TH
21 ST
22 ND
23 RD
24 TH
25
26 TH
27 TH
28 TH
KREATZ
19
20
27
28
33


MILL ST - MOHAWK RD
McKENZIE RIVER
PACIFIC RAILROAD
DEADMON FERRY RD
BALDYVIEW
McKENZIE VIEW DR
HAYDEN BRIDGE
HARLOW RD
HAYDEN BRIDGE WAY
ROYALDEL LANE
HAYDEN BRIDGE RD
FARM RD No 2
DARLENE AVE
ANGEL
VINE ST
MOHAWK RD
"Q" ST.
MILL ST
FAIRVIEW
NIGHTHAWK
LOYAL
RAINBOW DR
LIBERTY
PRESCOTT
LAURA
ANDERSON
CARTER
SCOTT
MOHAWK
PARKER
HOOD
PARK
EVENING DR
EMERY RD
MORNING
PARAMOUNT
ASH
CLOVER
MAPLE
PINE
BROAD
WALNUT
MAIN ST
N ST
31 ST
32 ND
33 RD
OREGON
VIRGINIA
SOUTH
KINTZLEY
GARDEN WAY
GLENWOOD
RIVER
US 126
SPICER DR
HENDERSON
SENECA
LEXINGTON
CONCORD
BROOKLYN
OLDHAM
MILL POND
MILL RACE
HIGH
EAST
OAK
ASH
DORIS
PINE
LAURELHILL CEMETERY
LAURELHILL
HARRISON
MONROE
MISSISSIPPI
21ST
SEAVY RD
28TH
PACIFIC
450
460
470
480
490
500
510
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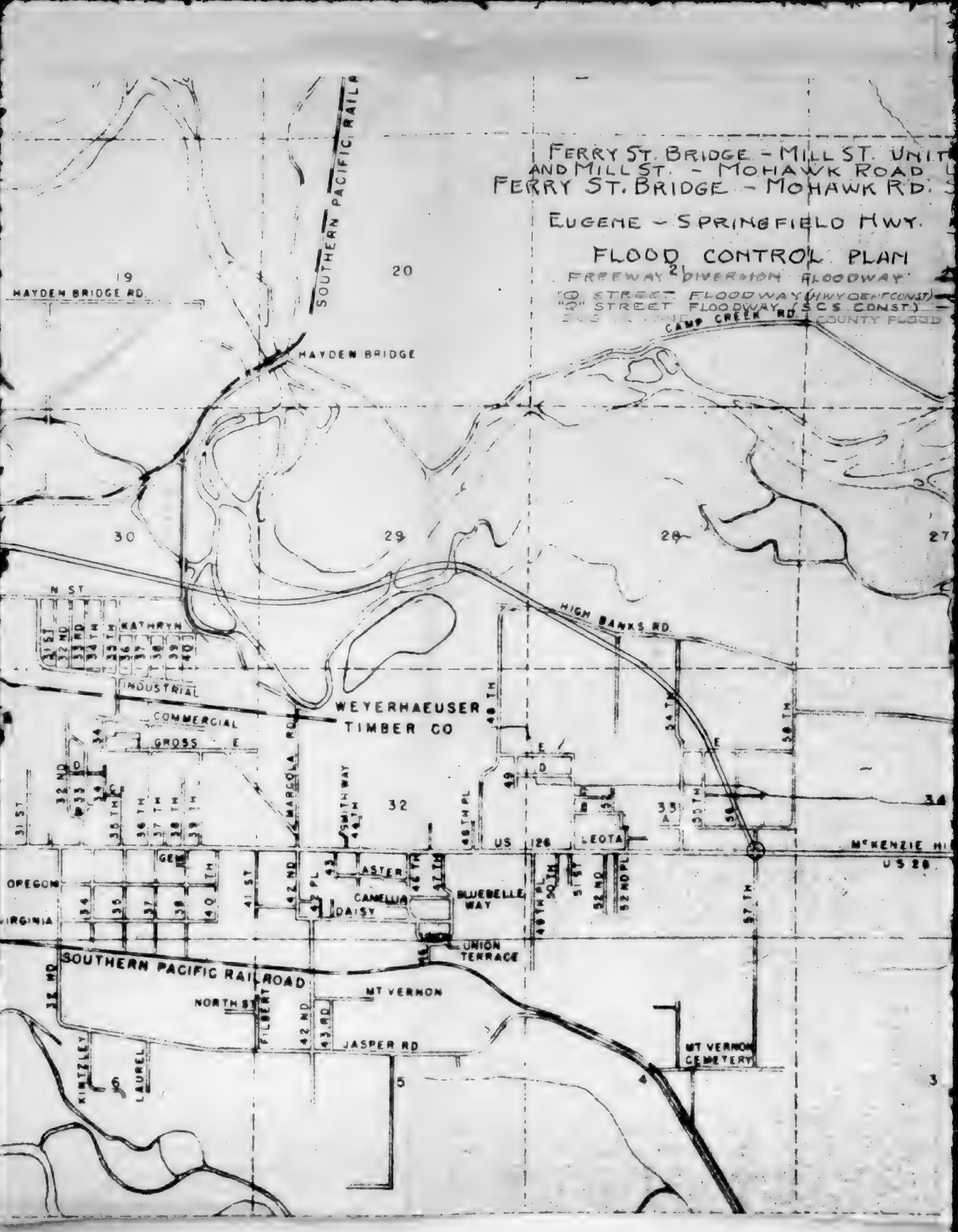
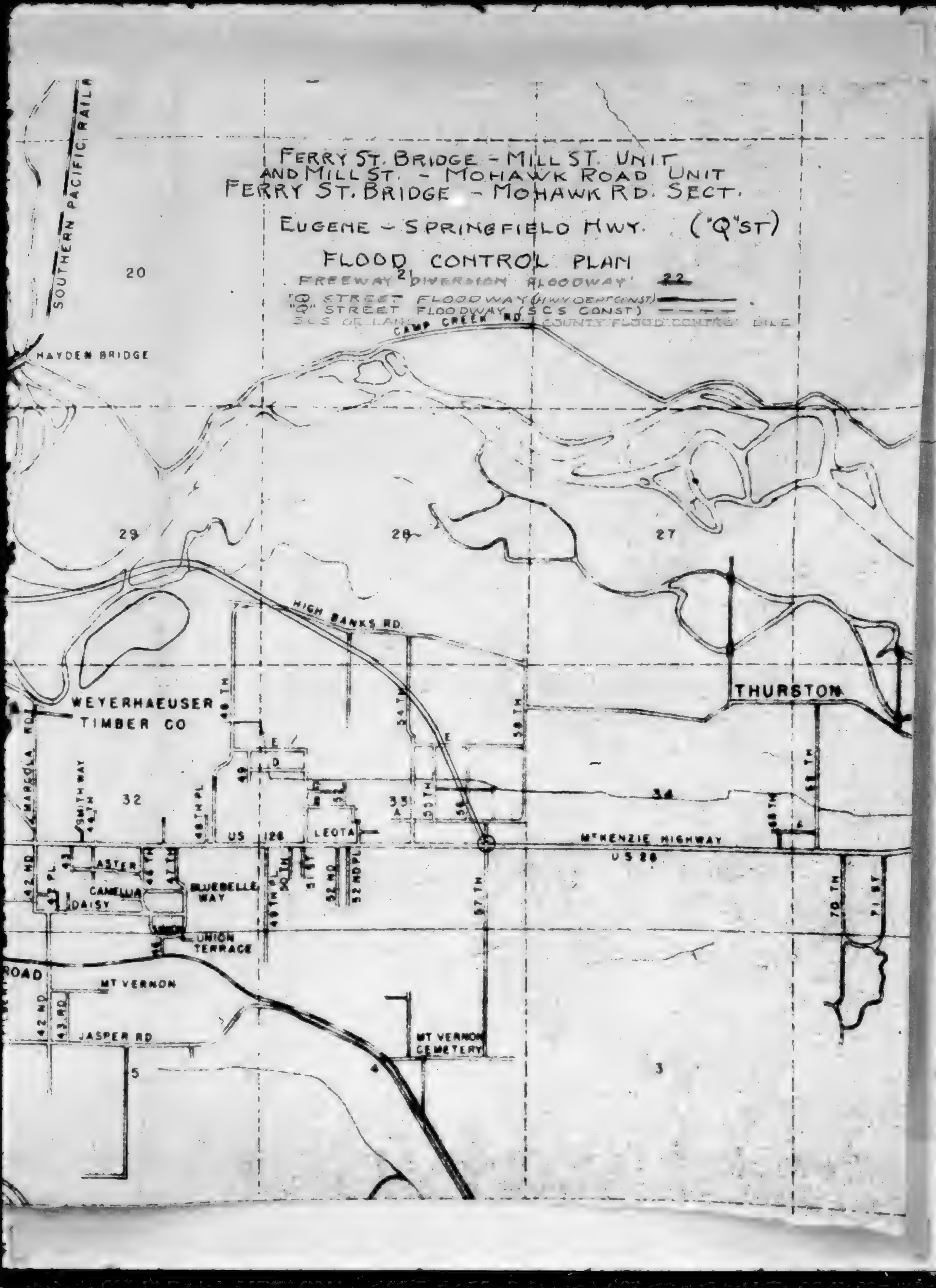
560
570
580
150
160
170
180
190
200
210
22
23
24
2
3


FERRY ST. BRIDGE - MILL ST. UNIT
AND MILL ST. - MOHAWK ROAD
FERRY ST. BRIDGE - MOHAWK RD.
EUGENE - SPRINGFIELD HWY.
FLOOD CONTROL PLAN
FREEWAY DIVERSION FLOODWAY
"Q" STREET FLOODWAY (HWY DEPT CONST)
"Q" STREET FLOODWAY (SCS CONST)
COUNTY FLOOD
SOUTHERN PACIFIC RAIL
19
20
21
HAYDEN BRIDGE RD.
HAYDEN BRIDGE
CAMP CREEK RD.
30
29
28
27
N ST
31 ST
32 ND
33 RD
34 TH
35 TH
36
37
38
39
40
KATHRYN
INDUSTRIAL
COMMERCIAL
GROSS
E
WEYERHAEUSER
TIMBER CO
HIGH BANKS RD.
48 TH
49
E
D
54 TH
58 TH
34
E
31 ST
32 ND
D
33
34
C
35 TH
36 TH
37 TH
38 TH
39 TH
MARCOLA RD
SMITH WAY
44 TH
32
48 TH PL
US 126
33
A
55 TH
56
LEOTA
McKENZIE HI
US 28
OREGON
VIRGINIA
GEM
40 TH
34
35
36
37
38
40
41 ST
42 ND
43 PL
43
ASTER
CAMELLIA
DAISY
46 TH
47 TH
BLUEBELLE WAY
48 TH PL
50 TH
51 ST
52 ND
52 ND PL
57 TH
UNION TERRACE
SOUTHERN PACIFIC RAILROAD
38 ND
NORTH ST
FILBERT
42 ND
43 RD
MT VERNON
JASPER RD
MT VERNON CEMETERY
KINTZLEY
LAUREL
6
5
4
3



FERRY ST. BRIDGE - MILL ST. UNIT
AND MILL ST. - MOHAWK ROAD UNIT
FERRY ST. BRIDGE - MOHAWK RD. SECT.

EUGENE - SPRINGFIELD HWY. ("Q" ST)

FLOOD CONTROL PLAN

FREEWAY DIVERSION FLOODWAY
"Q" STREET FLOODWAY (HWY DEPT CONST)
"Q" STREET FLOODWAY (SCS CONST)
SCS OR LANE COUNTY FLOOD CONTROL DIKE
SOUTHERN PACIFIC RAILROAD
HAYDEN BRIDGE
CAMP CREEK RD.
20
21
22
29
28
27
HIGH BANKS RD.
WEYERHAEUSER TIMBER CO
THURSTON
MARCOLA RD
SMITH WAY
44TH
48TH
48TH PL
49
E
D
54TH
55TH
56
58TH
33
A
34
66TH
68TH
32
US 126
LEOTA
McKENZIE HIGHWAY
US 28
42ND
43
PL.
ASTER
46TH
47TH
CAMELLIA
DAISY
BLUEBELLE WAY
48TH PL
50TH
51ST
52ND
52ND PL
57TH
70TH
71ST
UNION TERRACE
ROAD
MT VERNON
42ND
43RD
JASPER RD
MT VERNON CEMETERY
5
4
3

RECEIVED
13 1959
FOR FILING

February 13, 1959

Mr. Kenneth Nielsen, Chairman
Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Dear Mr. Nielsen:

Herewith are descriptions for five parcels of property which are to be acquired by the McKenzie Water Control District in accordance with our agreement and a list of 24 parcels which the County is to acquire under this same agreement. I am also sending two copies of the right-of-way maps covering this area. The descriptions carry a number in the upper right-hand corner and this same number will appear on the map so that the properties may be identified.

In checking with our Right of Way Department I find that practically all of our right of way in this area has been either purchased or is under option and it would not seem advisable to go back and open up any of these right-of-way dealings again. There are one or two properties still to be dealt with and it may be possible that a combination of County or District with our Right of Way Division would be advantageous.

Our Mr. L. A. Holt, Right of Way Supervisor with headquarters in Roseburg, will contact you probably Monday and arrange a date when he can meet with you and go over these right-of-way acquisitions. We will, of course, work with you and give you any information that we have as to our dealings with the various people and our appraisals on the value of the property which we have acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams - Mr. L. A. Holt, Mr. Walter Wright

p

RECEIVED
FEB 16 1959
FOR FILING

February 13, 1959

Mr. Ronald B. Elmes
Soil Conservation Service
Oregon State Office
209 S. W. Fifth Avenue
Portland 4, Oregon

Dear Mr. Elmes:

Attached is a copy of the agreement between the State, Lane County and the McKenzie Water Control District covering the floodway channels in the vicinity of the "Q" Street interchange. Copies of this agreement are now in the hands of the County and the District for execution.

I presume that you have received a copy of a letter from Mr. L. L. Ray, an attorney in Eugene, threatening injunction proceedings because of the "High Bank Road" dike. I discussed this with Mr. Gilbert of your office and understand that probable damage to property below the dike was investigated and judged to be not serous. I have also discussed this with Mr. Kenneth Nielsen and understand that they are going along with the project, notwithstanding the tone of this letter. I note that this was sent to you at an address on North Lombard Street in Portland and, in case it has not reached you, I am attaching a copy of this letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

LAW OFFICES
L. L. RAY
403 TIFFANY BUILDING
8TH AND WILLAMETTE STREETS
EUGENE, OREGON

TELEPHONE
DIAMOND 3-8133

February 5, 1959

REFERRED TO
Paxson
By State Highway Engineer

State Highway Commission
Attn: G. S. Paxsom
Salem, Oregon

Lane County Board of Commissioners
Attn: Kenneth Nielsen
Eugene, Oregon

McKenzie Water Control District
Gordon Corum, Chairman
530 Norkenzie Road
Eugene, Oregon

Upper Willamette Soil Conservation District
O. M. Patten, Chairman
Nichols Lane
Cottage Grove, Oregon

United States Soil Conservation Service
Attn: Ronald Elmes, Chief
8040 N. Lombard
Portland, Oregon

Secretary of Agriculture
Attn: SCS Administrator
Washington, D. C.

Gentlemen:

According to a news story in the Eugene Register Guard of February 4, 1959, the State Highway Department, Lane County, and McKenzie Water Control District propose to enter into a joint flood control agreement covering certain work to be done in the area crossed by the Pacific Freeway and the 'Q' Street intersection northeast of Eugene, and territory adjacent thereto. This news item also indicated that the County is to join with the Upper Willamette Soil Conservation District and the United States Soil Conservation Service for the construction of a dike along the High Banks Road north of Springfield. This letter is therefore addressed to all agencies appearing to be interested in this project.

I have been consulted by certain parties owning property on the McKenzie River, northerly from the site of the proposed dike. These parties believe that their property would be endangered and would suffer material damage by the construction of such a dike, and have therefore, asked me to represent them in taking whatever legal action may be necessary to assure the protection of their rights in the matter.

As I understand the situation, the McKenzie River in flood stages overflows and drains off a large quantity of water through the draw across which it is proposed to construct this dike, and that if the dike is constructed, that such overflow and drainage water will be retained in the McKenzie River channel raising its height in flood periods and causing it to overflow on land lying below that point. In other words that this flood water would be diverted from its present channels of flow off in the Willamette River area, back to the McKenzie River area. These property owners feel that it would be extremely unfair for your public agencies to drain off these flood waters of the McKenzie and prevent their draining off in their normal courses and to direct them onto their land.

It is their belief that if any diking is to be done along the banks of the McKenzie River, that your project should provide for the retention of its flood waters within the channel of the river from that point to its mouth and that there be some over-all plan that would treat all property owners alike. They also feel that if any profit is to inure to the McKenzie River drainage area by reason of flood control resulting from Cougar or other McKenzie River Dams, that they should not be deprived of their share of the benefits of the same. In other words, they feel keenly that the construction of this proposed dam would be confiscatory of their property rights without just compensation, and therefore, if the plan is proceeded with, they will be compelled to seek injunctive relief before the project is begun.

This letter, therefore, is in purpose of informing you of their attitude; and for the purpose of giving each of you an opportunity, by conference, to submit such evidence as you may have accumulated, if any, that would indicate that your proposed action is fair to the property owners along the lower McKenzie and would not be harmful to their property. If any studies have been made to that effect, we should be glad to be advised of the results. If no such studies have been made, it would seem that it would be to the interest of all parties concerned that they be made before beginning work on this project, and that if the facts so disclosed are such as to show that my clients would be damaged, that the project be enlarged to protect them.

Very truly yours,

L L Ray

L. L. RAY

LLR:av

RECEIVED
FEB - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1959
FOR FILING

Salem, Oregon
February 13, 1959

Easements for floodway
channels in Lane County

Mr. Frank McKinney

In connection with the McKenzie River-Judkins Point Section of the interstate highway in Lane County and with the section of the Eugene-Springfield Highway from the Ferry Street Bridge to Mohawk Road, we have agreed to grant easements across certain parts of our right of way for the floodway channels to be constructed cooperatively by the State, Lane County and the McKenzie Water Control District. Upon completion of the contract the operation and responsibility for these floodway channels rests with the McKenzie Water Control District.

I am attaching hereto descriptions of sections of the highway right of way over which we are to grant these easements. It is requested that you prepare the necessary easement documents.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 11, 1959
Salem, Oregon

SUBJECT: Diversion Floodway
Ferry Street Bridge-Mohawk Rd.
Eugene-Springfield Hwy.
Re Files 29380 & 29381

To:
G. S. Paxson,
Asst. State Hwy. Engr.
OFFICE

In accordance with our phone conversation of February 9th, we have obtained and attached photo copies of the descriptions prepared by Floyd Scott's office as listed below, together with copies of C. J. Barbee's 3 letters of February 6, 1959 to W. T. Wright, 2 rolls of maps with 5 sections in each roll colored to show the different properties and different purposes of the purchase transaction. The 14 descriptions of the properties to be deeded by the State to Lane County are:

Q1490	0.96 acre
Q1490 + R/W	9.8 acres
23521	.05 acre
23534	1.4 acres
23538	.01 acre
23539	.03 acre
23544	.05 acre
23545	0.1 acre
23546	.78 acre
25318-9	1.79 acres
25353	1.04 acres
25354	.01 acre
25356	.68 acre

There is also under file 29381-1.18 acres of the original right of way acquired for "Q" Street to be deeded back or revert to Lane County. Perhaps the original agreement could be amended to exclude the 1.18 acres.

In addition to the foregoing descriptions, copies are attached of the following descriptions to be acquired by McKenzie Water District; 29380 and 29404 through 29407 bearing the Construction Office check date of February 6, 1959. Also attached are descriptions as per number 29372 to 29378 inclusive plus 29387 to 29403 inclusive to be acquired by Lane County, said descriptions also bearing the Construction Department check date of February 6, 1959. The descriptions and transactions are more fully set out on colored prints attached in duplicate. Each set being made up of sections of 5 different maps. If additional prints or descriptions are needed, please advise.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:blr
enc. 43 descriptions(photo copies)
2 rolls of maps

cc: County-City Relations

FORM E-30 25M 9-51 88815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 6 1959
LEGAL DEPT.

Salem, Oregon
February 6, 1959

SUBJECT: Diversion Floodway
Lane County Line-Judkins Point Section
Pacific Highway
Ferry Street Bridge-Mohawk Road Section
Eugene-Springfield Highway

To:

Mr. W. T. Wright
Right of Way Engineer
Office

grant easement

Attached are descriptions of part of our proposed right of way that we are to deed to the McKenzie Water Control District for the diversion floodway plan in the subject area.

Mr. Paxson is handling the agreements on this matter and the descriptions should be turned over to him for transmittal.

The balance of the descriptions, to be handled by other agencies, are being submitted separately, as of this date.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

cc: Mr. G. S. Paxson

NOTED
W. T. WRIGHT

NOTED
M. R. MITCHELL

RECEIVED
FEB - 9 1959
RIGHT OF WAY DEPT.

Salem, Oregon
February 6, 1959

Diversion Floodway
Ferry Street Bridge-Mohawk Road
Eugene-Springfield Highway

Mr. W. T. Wright
Right of Way Engineer
Office

Attached are descriptions and authorization for right of way that Lane County is to acquire for the diversion floodway plan along the subject section.

Mr. Paxson is handling the agreements on this matter and the descriptions should be turned over to him for transmittal.

The balance of the descriptions, to be handled by other agencies, are being submitted separately, as of this date.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

cc: Mr. G. S. Paxson ✓

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
February 6, 1959

Diversion Floodway
Lane County Line-Judkins Point Section
Pacific Highway
Ferry Street Bridge-Mohawk Road Section
Eugene-Springfield Highway

Mr. W. T. Wright
Right of Way Engineer
Office

Attached are descriptions of part of our proposed right of way that we are to deed to the McKenzie Water Control District for the diversion floodway plan in the subject area.

Mr. Paxson is handling the agreements on this matter and the descriptions should be turned over to him for transmittal.

The balance of the descriptions, to be handled by other agencies, are being submitted separately, as of this date.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

cc: Mr. G. S. Paxson

RECEIVED
FEB - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
EB 13 1959
FOR FILING

February 11, 1959

Mr. Kenneth Nielsen, Chairman
Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Dear Mr. Nielsen:

Herewith are five copies of the proposed agreement between the State, Lane County, and the McKenzie Water Control District. We have made changes in the preliminary draft which we discussed last week in accordance with the agreements reached at that time and we have changed the exhibit so that all the information is shown on one sheet.

Will you please execute three copies, have them executed by the District, and return the three signed copies to us so that they may be completed by the Highway Commission. The additional copies are for your files and for the District pending the agreement's completion by the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
MAR [illegible] 1959
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-33.1

February 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your January 23, 1959 letter which transmitted a plan and cost estimate submitted by the Eugene Water and Electric Board for the adjustment and relocation of its power transmission facilities in the vicinity of the proposed "Q" St. Interchange on Project I-5-4(-)193.

Rules and regulations covering relocation of utilities as set forth in Policy and Procedure Memorandum 30-4 include the following:

> "Federal funds will not participate in any utility relocation (1) not shown on the approved plans for the relocation or highway construction or (2) not necessitated by the construction of the highway project, nor (3) for changes made solely for the benefit or convenience of a utility, its contractor or a highway contractor."

In this case the relocation of the utility onto the Board's right-of-way across the "Q" St. Interchange area is not necessitated by the highway construction. Our review of the plan indicates that its consumation would result in a superior facility than now exists. Any adjustment or relocation resulting in an improvement would be ineligible for Federal participation except to the extent of the necessary costs of replacement in kind or as near "in kind" as is practicable.

Therefore, the Board's plan, which is estimated to cost $81,000, all to be financed with highway funds, is unacceptable.

Accordingly, it is suggested that the State take steps leading to an agreement with the Board for adjustment of its power lines in their present location as well as to negotiate for required freeway right-of-way in this area now owned by the Board.

NOTED
[illegible]

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
JAN 26 1959
FOR FILING

January 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Attached are three white prints of the intersection area of Pacific Freeway and "J" Street. Shown on this print in red are the Eugene Water & Electric Board's transmission facilities, the existing shown in solid red marked A-1 and B-1. Shown in dashed red is a proposed facility on what is now its existing right of way. This would, as you recall, require carrying the transmission line over the interchange area. We have also shown in dashed green lines a possible alternate, which would skirt the northerly side of the interchange area, with one span over the Pacific Freeway and two legs of the interchange.

Also attached are three copies of the estimate on these two alternates between common points, Tower #1 and Tower #4. You will note that the total cost of the red line through the freeway is $81,185; the total cost of the green line skirting the main part of the interchange is $144,545, or a difference of approximately $63,000. Either line will span over the same amount of traffic so it is questionable in my mind whether the additional cost in excess of $63,000 would be warranted for the construction of the green line. The costs in this estimate do not reflect any cost that the power company would have in installing its line through this area, even though the highway was not to be built there, but the difference in cost does reflect the additional necessary for the green line.

I would appreciate an early decision on which routing the Bureau will accept and would recommend that you give serious consideration to the red line.

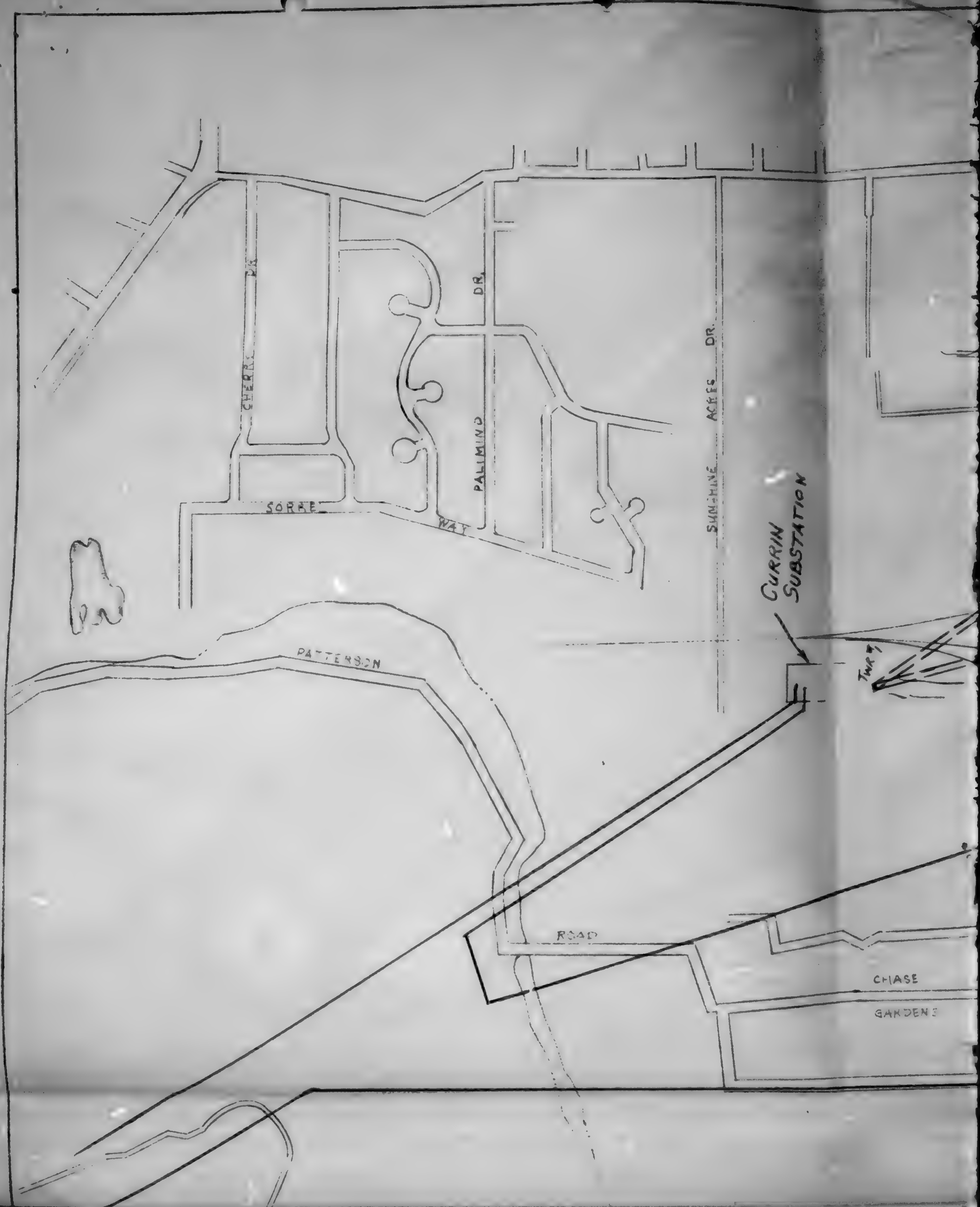
Very truly yours,

W. C. Williams
State Highway Engineer

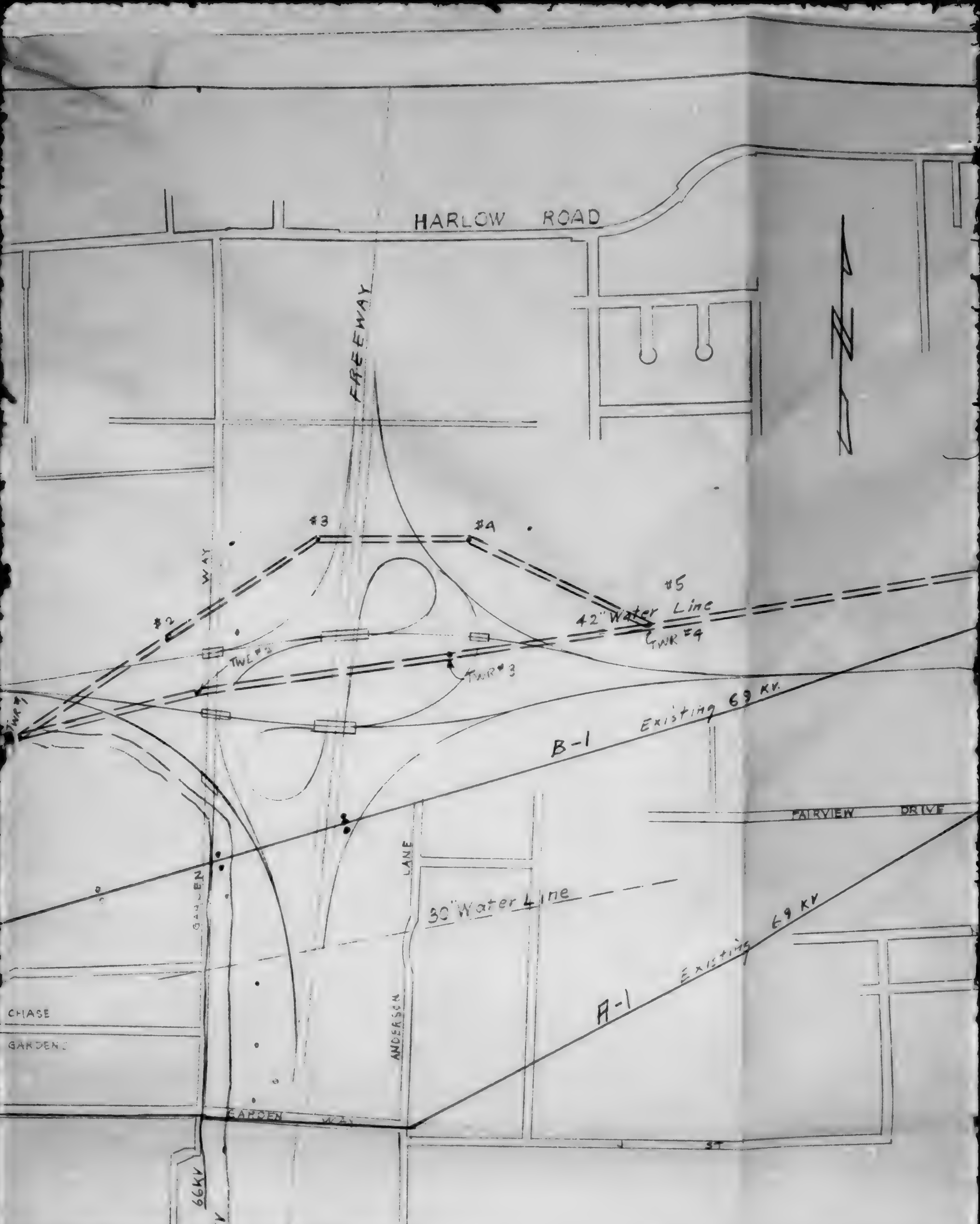
By

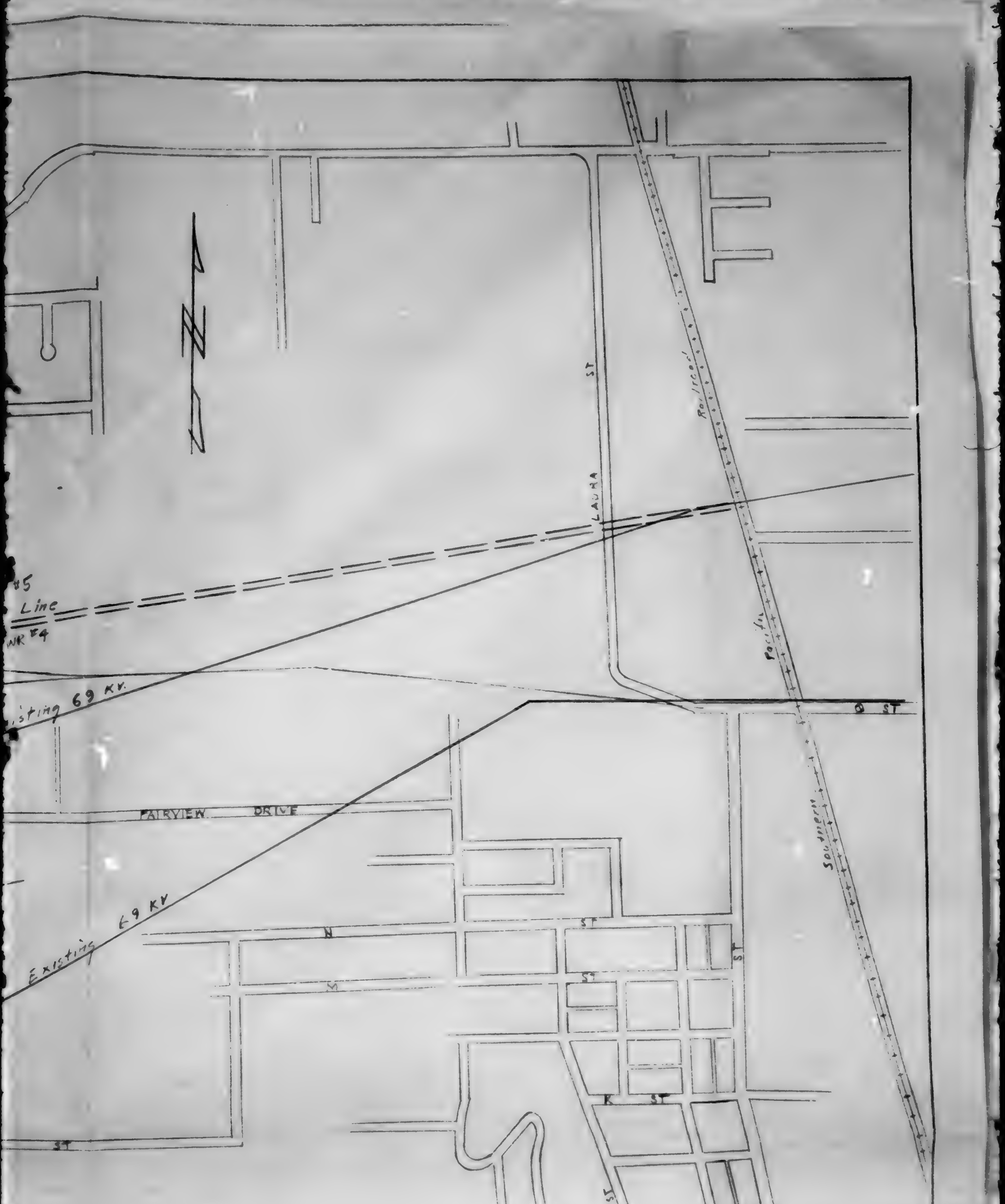
Forrest Cooper
Deputy State Highway Engineer

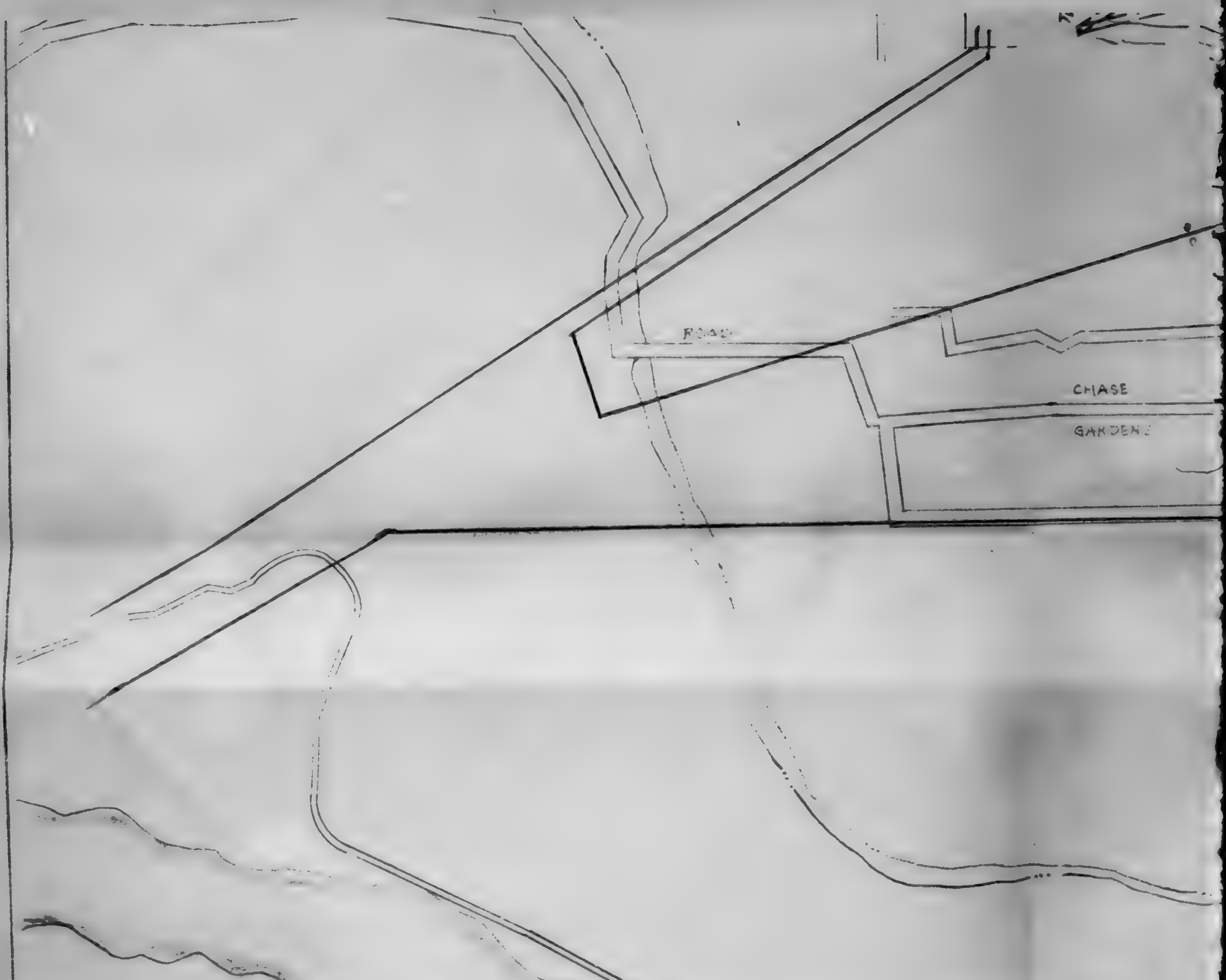
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards
DJB:ep fn

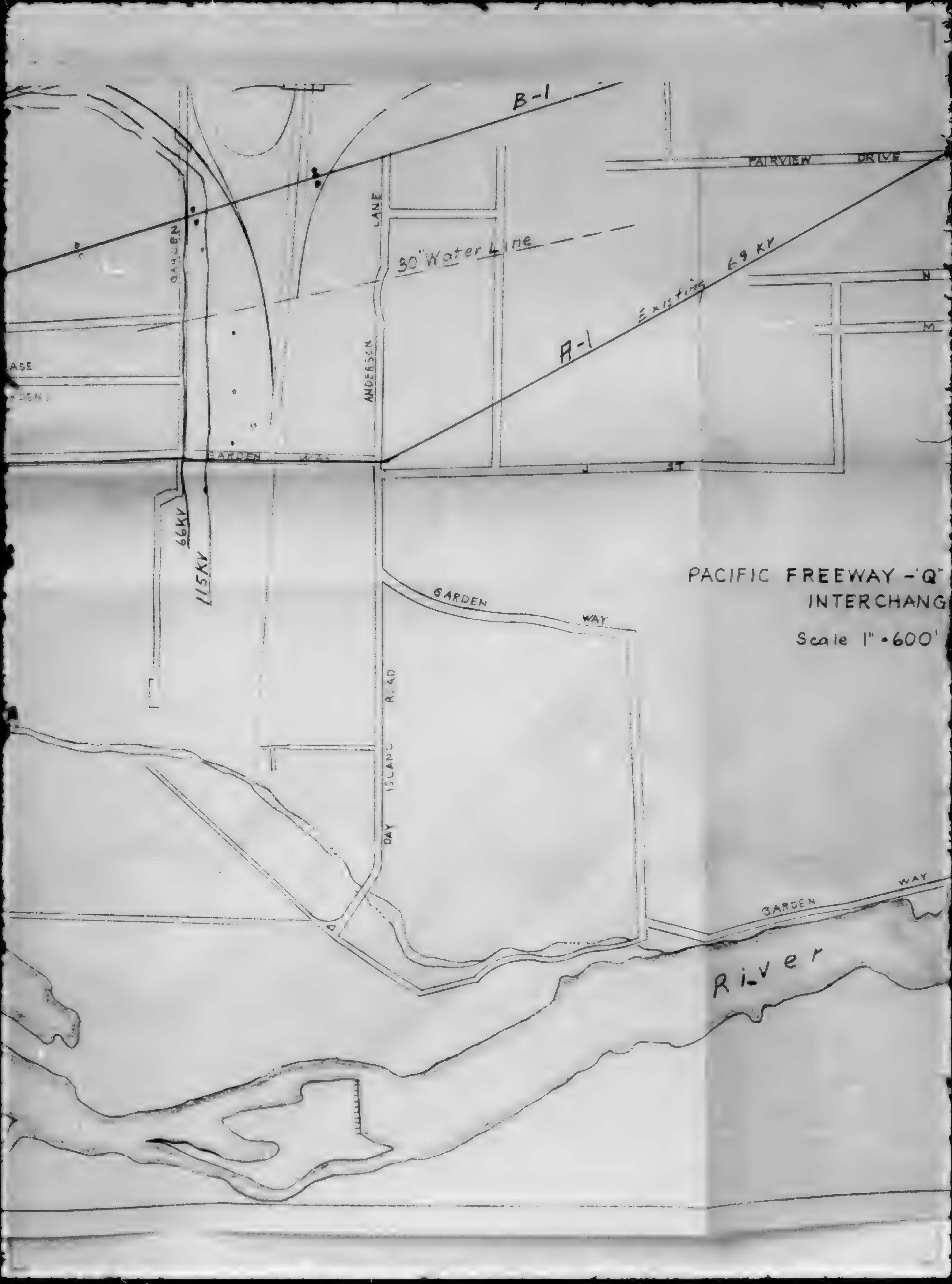


CHERRY DR
PALIMINO DR.
SUNSHINE ACRES DR.
SORREL WAY
CURRIN SUBSTATION
TWR 1
PATTERSON ROAD
CHASE GARDENS


HARLOW ROAD
FREEWAY
WAY
#2
#3
#4
#5
42" Water Line
TWR #4
TWR #2
TWR #3
TWR #1
Existing 69 KV
B-1
FAIRVIEW DRIVE
LANE
GARDEN
30" Water Line
Existing 69 KV
A-1
ANDERSON
CHASE
GARDEN
GARDEN WAY
ST
66KV
KV
PACIFIC FREEWAY

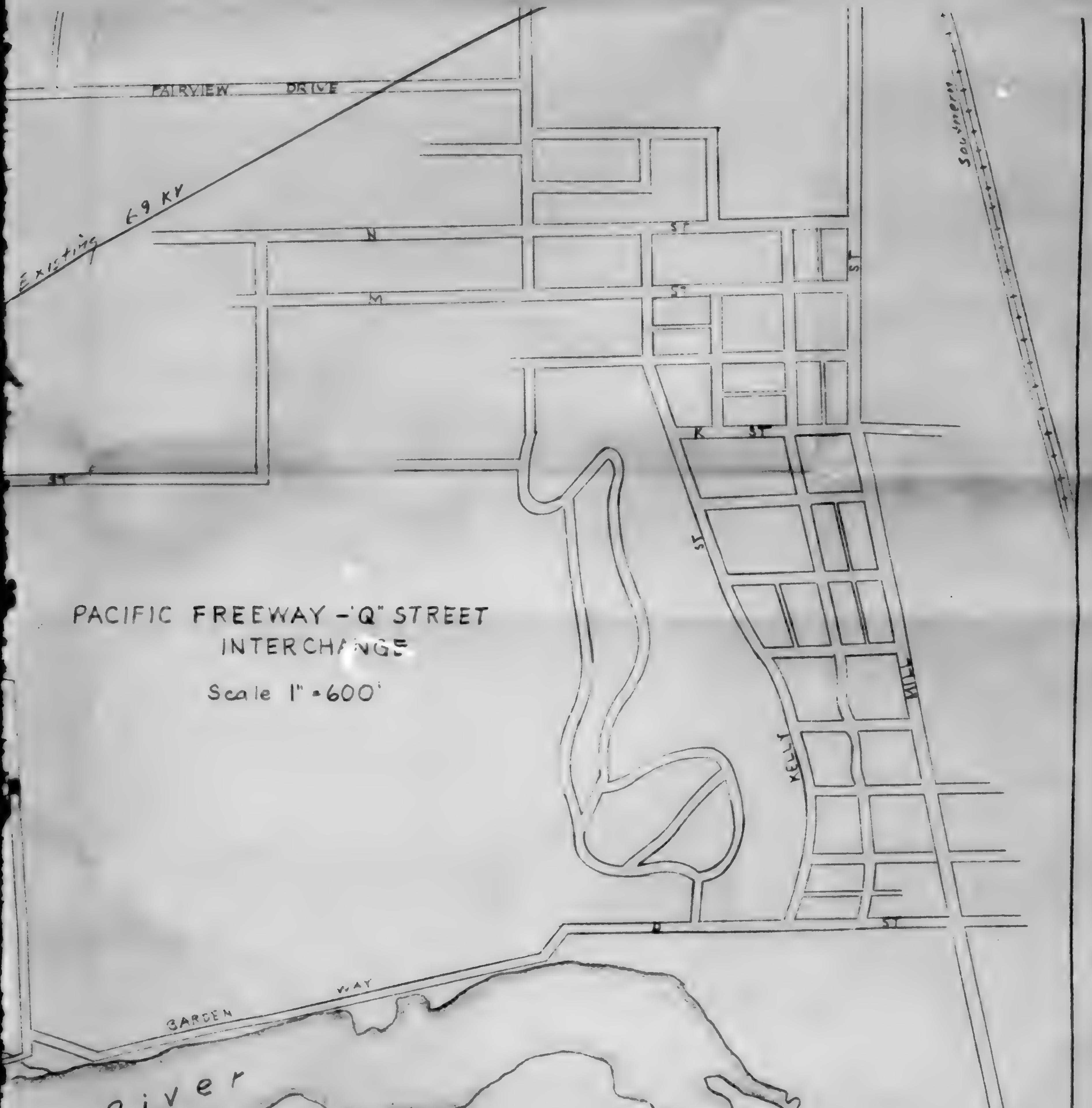

#5
Line
WR #4
Existing 69 KV.
Existing 69 KV
LAURA ST
Railroad
Pacific
Southern
O ST
FAIRVIEW DRIVE
N ST
M ST
ST
K ST
ST
ST
PACIFIC FREEWAY "O" STREET


ROAD
CHASE
GARDENS
Willamette



PACIFIC FREEWAY -"Q"
INTERCHANG
Scale 1" = 600'

B-1
FAIRVIEW DRIVE
30" Water Line
Existing 69 KV
A-1
GARDEN
LANE
ANDERSON
N
M
ASE
RDENS
GARDEN WAY
J ST
66KV
115KV
GARDEN WAY
DAY ISLAND ROAD
GARDEN WAY
River


FAIRVIEW DRIVE
Existing 69 KV
N ST
M ST
ST
ST
K ST
ST
KELLY
MILL
Southern
Q ST
GARDEN WAY
River

PACIFIC FREEWAY - "Q" STREET
INTERCHANGE

Scale 1" = 600'

RECEIVED
JAN [illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: McKenzie R.-Willamette R. Section
Pacific Highway
Ferry St. Br.-Mohawk Rd. Section
Eugene-Springfield Highway
Lane County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

I have reviewed the attached concerning the Eugene Water and Electric Board agreement.

Item 6, "Things to be Done by the State" should more properly read:

"The State will grant by permit suitable access to the interior of the interchange at the intersection of the Pacific Highway and the Eugene-Springfield Highway for the placing of future transmission lines. Special permit will be granted for each specific construction project and shall be specific as to the routes, points of entry and time limit of permit. It is specifically agreed that vehicular traffic will not be allowed within this interchange for normal maintenance operations."

Tom Edwards
by jw.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
JAN 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

January 14, 1959

EUGENE WATER & ELECTRIC BOARD

COST ESTIMATES FOR PROPOSED ROUTES
SUB. CURRIN TO WATERLINE RIGHT-OF-WAY ON
EAST SIDE OF THE "Q" STREET INTERCHANGE AREA

1. Route Through Interchange
(All amounts are installed costs).

Tower #1	Steel	24,522# at 36¢	$ 8,828	
	Footings			$ 2,400
	Hardware		1,156	
Tower #2	Steel	24,400# at 36¢	8,784	
	Footings			2,400
	Hardware		272	
Tower #3	Steel	22,400# at 36¢	8,064	
	Footings			1,900
	Hardware		272	
Tower #4	Steel	38,860# at 36¢	13,990	
	Footings			2,400
	Hardware		1,156	
Conductor 3,800' at $1.55 cir. ft. (2 Circuits)			11,800	
Static Wire 3,800' at 60¢ ft.			2,280	
TOTAL			$56,602	$ 9,100
Contingencies		25%	----	2,275
		10%	5,660	----
TOTAL				$73,637
Engineering		5%		3,682
Overhead		5%		3,866
GRAND TOTAL				$81,185

2. Route to North of Interchange
(All amounts are installed costs).

Tower #1	Steel	38,860# at 36¢		$ 13,990	
	Footings				$ 2,400
	Hardware			1,156	
Tower #2	Steel	20,040# at 36¢		7,214	
	Footings				1,900
	Hardware			272	
Tower #3	Steel	28,822# at 36¢		10,376	
	Footings				2,400
	Hardware			1,422	
Tower #4	Steel	28,822# at 36¢		10,376	
	Footings				2,400
	Hardware			1,422	
Tower #5	Steel	28,822# at 36¢		10,376	
	Footings				2,400
	Hardware			1,156	
Conductor 4,100' at $1.55 cir. ft. (2 Circuits)				12,700	
Static Wire 4,100' at 60¢				2,460	
Right-of-way Land 6.8 acres			$18,200		
	House		15,000	33,200	
TOTAL				$106,120	$ 11,500
Contingencies	25%			----	2,875
	10%			10,612	----
TOTAL					$131,107
Engineering	5%				6,555
Overhead	5%				6,883
GRAND TOTAL					$144,545

HAROLD E. HAAKE

Salem, Oregon
January 13, 1959

McKenzie R.-Willamette R. Section
Pacific Highway
Ferry St. Br.-Mohawk Rd. Section
Eugene-Springfield Highway
Lane County

Mr. Leonard I. Lindas
Chief Counsel
Office

Attention: Mr. Frank McKinney

In the construction of the above-named projects, it will be necessary to relocate, adjust, or protect water and electric power lines owned by the Eugene Water and Electric Board. The following points of agreement are to be incorporated into a formal agreement to be signed by the EWEB and the State Highway Commission:

Things To Be Done By The State:

1. State will reimburse EWEB for the cost of adjusting or relocating electric power distribution and transmission facilities that are on property now owned by EWEB, or on private property by easement or prescription. Reimbursement for this and other work as noted below will be made under the terms of PPM 30-4.

2. State will reimburse EWEB for the cost of adjusting, relocating, or protecting water transmission and distribution lines, fixtures, and appurtenances as required by the construction of the highways (and the proposed adjacent floodways, except as noted in Item 3 below).

3. State will design, furnish and place without cost to EWEB protective culverts over the 45-inch water main in areas which are now under roadway fills. The culverts will be of sufficient size to accommodate both the existing line and a proposed parallel line of approximately the same diameter.

4. State will reimburse EWEB for the expense incurred in furnishing an engineering inspector during the progress of the required work.

5. State hereby grants permanent easements across the highway right of way for the placing and maintenance of water and electric power facilities, as shown on the attached maps. Future facilities located on highway right of way will be subject to routes, points and times as designated by State.

6. The State will grant by permit suitable access to the interior of the interchange at the intersection of the Pacific Highway and the Eugene-Springfield Highway for the placing of future transmission lines. Special permit will be granted for each specific construction project and shall be specific as to the routes, points of entry and time limit of permit. If is specifically agreed that vehicular traffic will not be allowed within this interchange for normal maintenance operations.

Things To Be Done By EWEB:

1. EWEB will relocate all electric power facilities now located on public road right of way without cost to the State.

2. EWEB hereby sells to State the property owned by EWEB that falls within the highway right of way and described in the attached Exhibit "A". The consideration of $__________ includes the extra anticipated cost of making future installations.

3. EWEB will relocate, adjust, and/or protect all facilities, fixtures, and appurtenances owned by them (except as noted in Item 3 of "Things To Be Done By State" and in Item 1 of "Things To Be Done By EWEB") and submit billing for such reimbursable work in accordance with PPM 30-4.

4. EWEB will furnish an engineering inspector during the progress of the work.

5. EWEB will place all future facilities without further cost to the State and will maintain all facilities without cost to the State.

6. EWEB will follow the directions of State with respect to the points and times of access to the facilities located on highway right of way and will provide suitable signs, barricades, and/or flagmen when required by the Engineer.

7. EWEB will submit to State, for approval, an estimate of cost of the reimbursable portion of the work prior to start of said work.

The description of property noted in Item 2 of "Things To Be Done By EWEB" and the amount of consideration are not now available and will be submitted to you when they become available. The maps referred to in Item 5 of "Things To Be Done By State" are not complete and will be submitted to you when completed.

Please prepare an agreement based on these points.

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

G. S. Paxson
Assistant State Highway Engineer

RECEIVED
JAN 13 1959
FOR FILING

Salem, Oregon
January 13, 1959

"Q" Street Drainage Project,
Pacific Highway

Mr. Tom Edwards
Mr. Frank Morgan

For your information I am attaching a copy of a report by Mr. Jenkins covering a meeting held at Springfield relative to the extension of the boundaries of the drainage district in that area.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-30 50M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1959

SUBJECT: "Q" Street Drainage Project
Pacific Highway

To: Mr. G. S. Paxson

At your request, Mr. D. J. Barbee and I attended a public meeting at Springfield relative to the formation of a sub-district of the McKenzie Water Control District. The meeting was held at the McKenzie Fire Station east of Springfield on the McKenzie Highway at 7:00 P.M. on December 2. Mr. O. M. Patten represented the Upper Willamette Soil Conservation District; Mr. ~~Ralph~~ Kenneth Nielsen and Mr. Francis Waggoner represented Lane County; Mr. Jess Hathhorn represented the Soil Conservation Service; and Mr. J.C. McPherson called the meeting to order.

Mr. Wolf VonOtterstedt, acting as attorney for the proposed sub-district, outlined the law as related to the formation of water control districts. Mr. Waggoner described the ditch the Soil Conservation Service proposed to excavate from Mill Street in northwest Springfield to 20th and N Streets in east Springfield, the High Banks Road Dike and the 69th Street cutoff ditch. The question was raised as to the limits of the sub-district - whether the entire remaining portion of the McKenzie Water Control District should be enclosed or whether resistance areas should be culled out. Generally, the balance of the District encloses an area bounded on the west by the railroad tracks near Mill Street, on the north by a line about halfway between "Q" Street and the McKenzie River, by the river in the Weyerhauser Mill area, and a line halfway between the McKenzie Highway and the McKenzie River east to Thurston, on the east by about 72nd Street and on the south by a line along the toe of the hills and about two blocks south of the McKenzie Highway and by the east and north Springfield city limits. It was suggested that the entire area be included initially until it was determined what the general reaction would be. Then those areas not desiring to join could be left out, approval by only 50 percent by area being required for formation. A committee of about 10 persons was formed to circulate petitions. Mr. McPherson was chosen chairman.

Most of the opposition to the formation of the sub-district came from the persons living in the area classed as "contaminated" by the State Health Department - 42nd Street to about 69th Street and south of the McKenzie Highway to the McKenzie River. These people felt that they would

NOTED
G. S. PAXSON

derive no benefit from the soil conservation project as outlined and did not want to pay for it. The answering argument was that this meeting was not to decide who was to pay for what but rather to form an organization through which all flood problems in the area could be handled.

There seemed to be a fairly good chance that the formation of the sub-district would be defeated or at least delayed for some time.

John C. Jenkins

John C. Jenkins

JCJ:ae

RECEIVED
JAN 13 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1958

To: Mr. G. S. Paxson

SUBJECT: Q Street-Pacific Highway floodways

Herewith one print of a roll of cross sections and three prints of a plan-profile sheet covering the previously unsurveyed area from the Pacific Highway, Station 530, west and northwesterly to Q Street, Station 100. This work was done under the direction of the Lane County Surveyor, Francis Waggoner, and the prints were turned over to me on December 18 by Mr. Waggoner following a decision by Lane County Commissioners Nielsen and Petersen as to the route they favored. The general route favored was that which is shown in pencil as Scheme 3.

The cross sections were run off the north and south lines of the Maude L. Ray property, the lines being indicated in pencil as the "N Line" and the "S Line". These lines also include extensions to the west line of the M. H. Harlow D.L.C. 57 and the N Line includes a further extension to the northwest corner of the Merle D. and Helen Chase property and an extension back along the "Base Line" east of Garden Way (the east line of the M. H. Harlow D.L.C. 57). Cross sections along the Base Line are not included.

Bearings, coordinates and elevations are based on those used for the Pacific Highway. It was brought to my attention that the Pacific Highway coordinates did not quite agree with those for Q Street.

I explained to Mr. Waggoner that, to the best of my knowledge, the Oregon State Highway Department intended to prepare descriptions of the property required for the "Freeway Diversion Floodway" and the "Q Street Floodway" and these would be made available to the County and the McKenzie Water Control District as soon as possible. Mr. Waggoner stated that the McKenzie Water Control District had agreed to obtain all rights of way required for the Freeway Diversion Floodway. It was suggested by Mr. Waggoner that the Highway Department include in its highway right-of-way negotiations with Kenneth Wiley the negotiations for the Q Street Floodway right of way. The County would handle negotiations west of Garden Way to Q Street.

Mr. Nielsen requested that I convey to Mr. Williams a request to consider a trade of yardage from the floodway excavation for acreage on Patterson Bar borrow area. Mr. Nielsen indicated he thought the County deserved additional compensation for the valuable top soil removed from right of way purchased by the County, this compensation apparently to take the form of free

NOTED
G. S. PAXSON

right of way across the highway borrow area for the County's proposed realignment of Patterson Road across Patterson Bar and to the Garden Way overcrossing of the Pacific Highway.

Mr. Nielsen also informed me that the County and others were opposed to the Highway Department using the Patterson borrow area and might go so far as to obtain an injunction against its use. This information I am also passing on at the request of Mr. Neilsen.

John C. Jenkins

John C. Jenkins

JCJ:gm
Attachment

RECEIVED
FEB 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I have read Mr. Paxson's letter of November 25th to Mr. Lindas concerning the cooperative agreement on the water control district to be set up in the McKenzie River-"Q" Street area.

I recommend changes under "Things to be Done by the State" under Item 3. (d) as follows:

Upon completion of the project, maintain the highway structures carrying the floodways under the highway and grant to the McKenzie Water Control District right of easement to maintain the floodways leading to, through, and away from these structures, but not the right of ingress and egress to these floodways from the highway proper. Maintenance of the structures shall be limited to structural maintenance only and shall not include the removal or disposal of debris or silt or other extraneous matter which may collect therein or thereon.

Under "Things to be Done by the McKenzie Water Control District", under Item 3:

Delete the words "except those portions on the state highway right of way retained by the State".

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

RECEIVED
DEC 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
DEC 13 1958
FOR FILING

WILLAKENZIE DRAINAGE

The State will cooperate with the Soil Conservation Service and the Willakenzie Drainage District in handling the runoff in the vicinity of the "Q" Street Interchange as follows:

1. The State will build, at its own cost, the structures necessary to carry the water under the Interstate Highway and under the new "Q" Street connections from the Mohawk Road westerly through the "Q" Street Interchange to the discharge into Patterson Slough. The structures are as follows:

(a) 10'x 5' culvert under new "Q" Street west of Mohawk Road - Station QL_2 261.

(b) 10'x 5' culvert under new "Q" Street at Station QL_2 222+50.

(c) Timber bridge east of railroad on farm access road near Station QL_2 183.

(d) Triple 9'x 6' culvert under south legs of "Q" Street Interchange.

(e) Double 8'x 4' culvert under Interstate Highway near Station PL_5 500.

(f) Double 8'x 4' culvert under new "Q" Street west of interchange near Station QL_2 109.

2. The State will permit the use of that portion of its right of way which is outside of a line 25 feet from the toe of slope of its embankment along the Interstate Highway north of the "Q" Street Interchange, along the new "Q" Street from Mohawk Road westerly to the "Q" Street Interchange and from the point where the proposed channel comes to the new "Q" Street location west of the power station to the discharge into Patterson Slough.

3. The State will cooperate with the District and the Soil Conservation Service in excavating the channels which are alongside the highways insofar as the material can be economically used in the highway embankment.

4. The cooperation of the State in the project is contingent upon the District and the Soil Conservation Service proceeding with all other work in the drainage project so that the channels carrying the drainage will operate in the fall and winter of 1959-60. It is further contingent upon the dike along the south bank of the McKenzie River on the "High Bank" Road being completed prior to the fall of 1959.

5. All work not specifically listed as to be done by the State will be done by others without cost to the State, including, but not restricted to, all structures carrying drainage under all roads or streets not a part of the state highway system.

6. The drainage district will enter into an agreement with the State under which the District assumes the responsibility for all damage to public or private property that may be caused by the construction, operation or maintenance of the project other than damage to the State's highways.

November 18, 1958.

REPORT ON EAST Q STREET DRAINAGE

In view of the recent developments in the drainage picture along Q Street between Mohawk Road and the Pacific Freeway, we have taken another hard look at our own drainage proposals.

As we see it there are two cases to be considered: (1) A system to handle the local surface runoff and (2) A system to handle the local surface runoff complicated by McKenzie River overflow.

Taking the second case first, we do not agree with the idea that improving the drainage channels from Springfield to the west will result in greatly increased flow of McKenzie River water in these channels. The discharge controls are in the vicinity of the source of overflow at High Banks Road, rather than in the downstream channels.

We feel that only a part of the High Banks Road overflow will reach the Q Street drainage system at Mohawk Road. Also, it is highly unlikely that this McKenzie water would reach Mohawk Road at any time near the peak of the local runoff. In December 1955 the peak of the local runoff probably occurred early on the morning of the 21st. The crest on the river did not reach the Coburg gage until 2:30 on the afternoon of the 22nd.

But we are not at all certain as to the quantity of overflow to be expected now and future development in the overflow area further clouds the picture. These questionable factors added to the poor drainage existing along Q Street between Mohawk Road and Mill Street raise doubts as to the ability of the Highway Dept to properly drain the proposed Q Street route now.

It is our opinion that without the High Banks Road dike drainage considerations make the construction of the Q Street route east of Mill Street not feasible.

Returning to Case 1, we have come to the conclusion that our original discharge estimates may be somewhat low. Future development of the area east of Mohawk Road will raise the yield per square mile and accordingly we predict a 50-year discharge of 230 cfs at Mohawk Road and 900 cfs at Mill Street.

Across the north end of the Northgate Addition our proposed Q Street roadbed will partially obstruct the present flood channel. We cannot make adequate provision for changing the flood channel because we lack sufficient right of way. Also, having to pass the flow back and forth across our new roadbed with an absolute minimum of backwater head will require structures with 75 sq ft of opening at a depth of 3 ft at about 17th Street and 90 sq ft of opening at a depth of 3 ft at about 10th Street. Without raising the grade there would not be enough room for bridges. Box culverts would likely require frequent desilting. There is a decided possibility that by using the cross-over-and-back system the Highway Dept would cause damage to the adjacent properties.

The most logical solution would involve the construction of a lined ditch about 10 feet wide, by 4 ft. to 6 ft. deep on the south side of the new Q Street route. This would require shifting the highway centerline to the north and would probably require acquisition of part of the existing Q Street right of way. If the ditch were to become the responsibility of others, this could possibly be worked out with Lane County on a trade basis. The Eugene Water Board 30-inch main lies under our left shoulder for a roadbed 96 feet wide at subgrade. Shifting the highway centerline would probably put the pipeline under the pavement. Inasmuch as this lined ditch seems to be the only workable solution to the drainage problem through the Northgate area, we urge that every effort be made to secure the agreement of all interested parties in the proposal.

In the Mill Street area we feel that our original proposals are valid except that for an interchange involving several crossings of the combined ditches we recommend use of a triple 10 ft. wide by 5 ft. high box culvert with connecting walls and floor slab.

West of Mill Street we generally approve of the proposed Soil Conservation Service design.

October 31, 1958

Roy C. Edgerton
Research Engineer
by
J. Carl Jenkins
John C. Jenkins
Asst Research Engr.

RECEIVED
DEC 15 1958
FOR FILING

Salem, Oregon
November 25, 1958

Mr. Leonard I. Lindas

Interstate route on McKenzie
River-Judkins Point Section
of Pacific Hwy. in Lane County

The State is constructing its new interstate route on the McKenzie River-Judkins Point Section of the Pacific Highway in Lane County. This highway crosses the flood plain of the McKenzie River and there is also additional floodwater from rainfall in the immediate area. The handling of flood discharges in their normal courses across the highway is difficult and expensive. The County Court of Lane County and the McKenzie Water Control District are desirous of controlling these floods to minimize property damage and inconvenience to travel during flood periods. It is also advantageous to the State that these flood flows be properly controlled.

For these purposes it is proposed that a three-party agreement between the Oregon State Highway Commission, the County Court of Lane County, and the McKenzie Water Control District be entered into for the mutual benefit of all three parties. Under this agreement certain costs and responsibilities would be accepted by the three parties involved.

THINGS TO BE DONE BY THE STATE.

1. At its own cost, prepare designs and specifications and include in the grading contract for this section of highway certain work as detailed in the following paragraphs.

2. Construct all structures carrying the floodways under the highways.

3. Construct the channels for the floodways as follows:

(a) On the east side of the Pacific Highway from Station L^5 468+70 to Station L^5 500, across the Pacific Highway, southwesterly to and across the Q Street connection to a connection with the floodway described in (b).

(b) Along south side of Q Street from the east right-of-way line of Mill Street westerly to the Pacific Highway, through Q Street interchange and thence westerly to a discharge in Patterson Slough.

(c) Convey to the McKenzie Water Control District those portions of the state-owned right of way lying outside of a line 25 feet outside the toe of slope of the highway embankment along those sections of the Pacific Highway and of Q Street where the floodway channels are adjacent to the highway.

(d) On completion of the project, maintain the highway facilities including the structures carrying the floodways under the highway and such parts of the floodways as are on right of way owned by the State.

(e) Floodway channels to be constructed to a section and at a location as shown on map attached hereto and marked Exhibit A.

THINGS TO BE DONE BY LANE COUNTY.

1. Provide all rights of way needed for the floodways in excess of the State's presently owned right of way as described in 3(c) of Things To Be Done by the State.

2. Build all structures carrying county roads over the floodway.

3. Join with the McKenzie Water Control District in setting up a flood control project in cooperation with the U. S. Soil Conservation Service, which project is to include, but not be restricted to, floodways along Q Street easterly from the east right-of-way line of Mill Street and the construction of a dike alongside the McKenzie River on the "High Bank" Road to prevent the floodwaters from the McKenzie River flowing over its natural bank and westerly and southerly through the project.

4. In the event such a project is not authorized and funds are not available from the Federal Government so that construction on the dike on the High Bank Road can begin by January 1, 1959, Lane County agrees to immediately, with its own funds or with funds from other sources at the option of the County, to construct the dike in accordance with plans prepared by the U. S. Soil Conservation Service and to finish this construction so that the dike will be in serviceable condition not later than November 15, 1959.

5. The County will operate and maintain all county roads including structures affected in any way by this project.

THINGS TO BE DONE BY THE McKENZIE WATER CONTROL DISTRICT

1. Cooperate with Lane County and the U. S. Soil Conservation Service in setting up a project as described in paragraph 3 of Things To Be Done by Lane County.

2. Hold the State harmless from any and all damages that may be claimed to result from the construction, operation or maintenance of the work to be done by the State under this agreement.

3. At its own cost, maintain all floodways (~~except those por-~~ ~~tions~~ on the state highway right of way retained by the State as detailed in 3(c) of Things To Be Done by the State.)

4. Accept title to the right of way which State is to make available for the construction of the floodways as listed in 3(e) of Things To Be Done by the State.

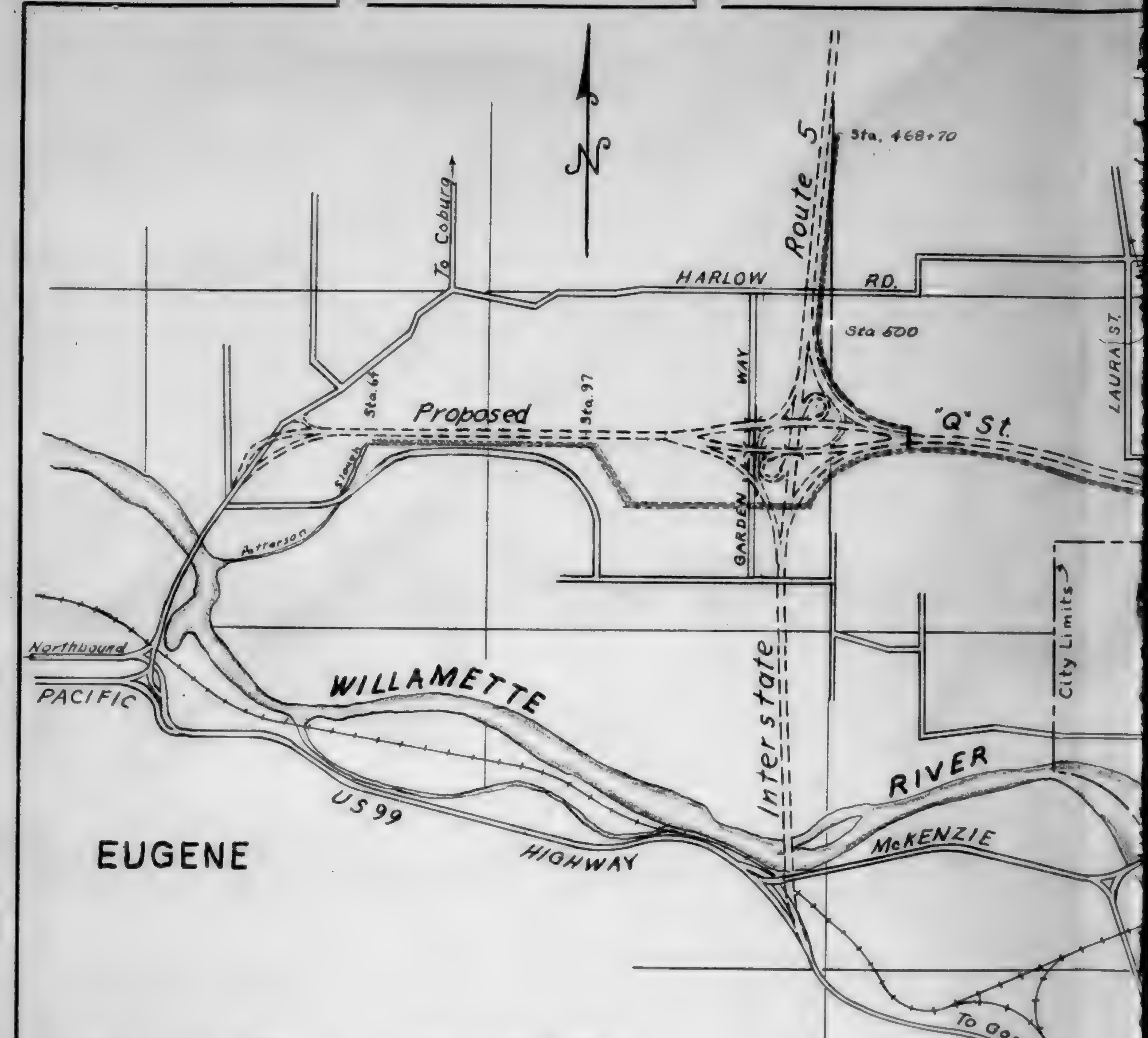
It would be appreciated if you would prepare a draft of a three-party agreement covering the items mentioned above so that conferences can be held with Lane County and the Water Control District in the very near future.

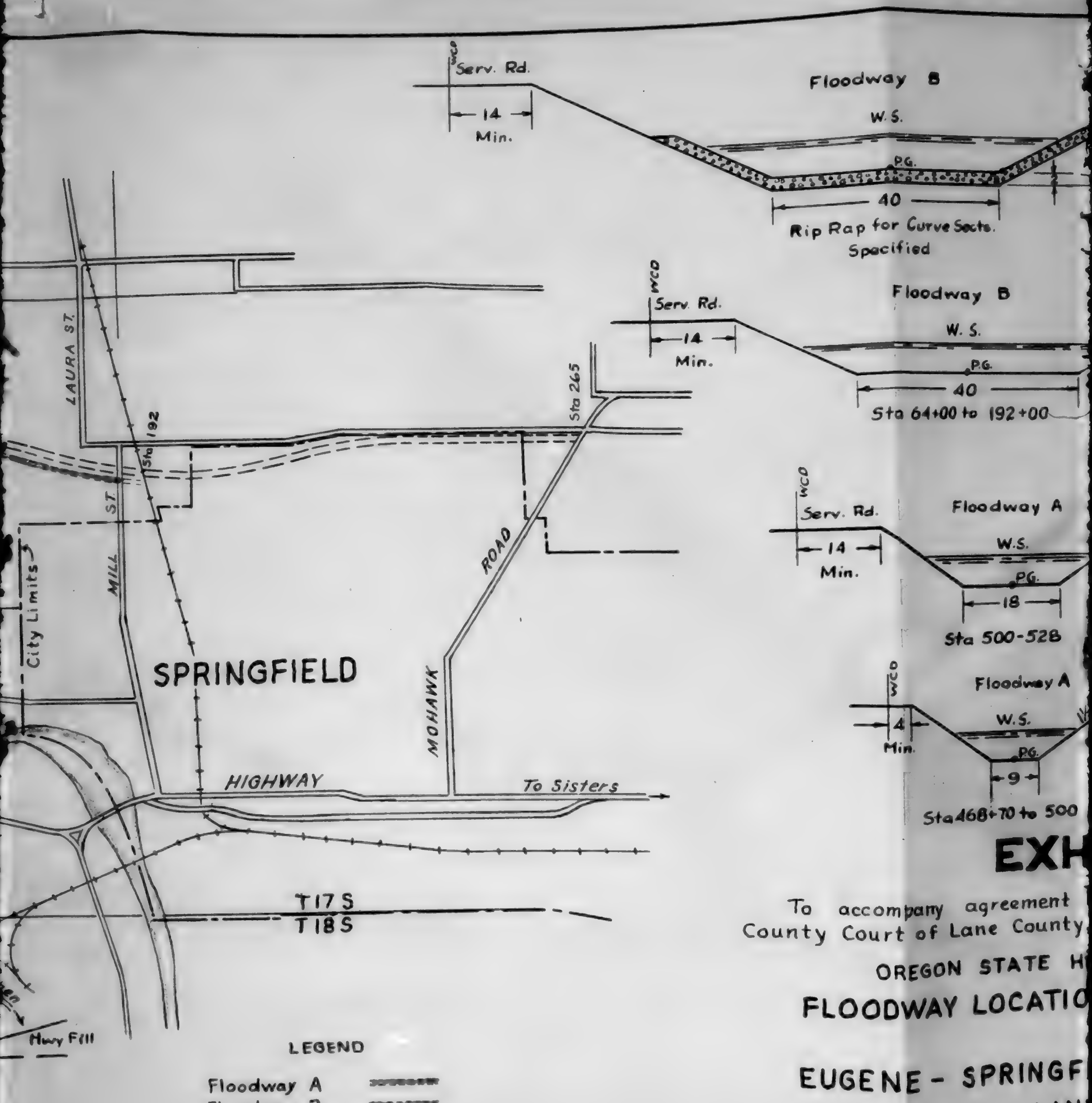
In connection with the agreement, be sure that all of these channels are called floodways and not drainage ditches as the project is set up for a flood control project.

G. S. Paxson

Attach.
GSP:gs

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. John Jenkins


N
Sta. 468+70
Route 5
To Coburg
HARLOW RD.
Sta 600
LAURA ST.
WAY
GARDEN
Sta. 64
Sta. 97
Proposed
"Q" St.
Slough
Patterson
Northbound
PACIFIC
WILLAMETTE
Interstate
City Limits
RIVER
US 99
HIGHWAY
McKENZIE
EUGENE
To Goshen
Side Inlet Drop Pipe
Headwater Surface
Ground Surface
0.5 Min.
4 or 14
Dike
Inlet Channel Bottom
W. S.
PG
CMP D"
Var.
RipRap
2
D"+1'
Var.
Serv. Rd.
WCD
OSHD
14 Min.
25 Min.
Hwy Fill
Loc. & Size as Specified


Serv. Rd.
WCD
14
Min.
Floodway B
W.S.
P.G.
40
Rip Rap for Curve Sects. Specified
Serv. Rd.
WCD
14
Min.
Floodway B
W.S.
P.G.
40
Sta 64+00 to 192+00
Serv. Rd.
WCD
14
Min.
Floodway A
W.S.
P.G.
18
Sta 500-528
WCD
4
Min.
Floodway A
W.S.
P.G.
9
Sta 468+70 to 500
LAURA ST.
Sta 192
Sta 265
MILL ST.
City Limits
SPRINGFIELD
ROAD
MOHAWK
HIGHWAY
To Sisters
T17S
T18S
Hwy Fill

LEGEND

Floodway A	▨
Floodway B	▨

EXH

To accompany agreement
County Court of Lane County,

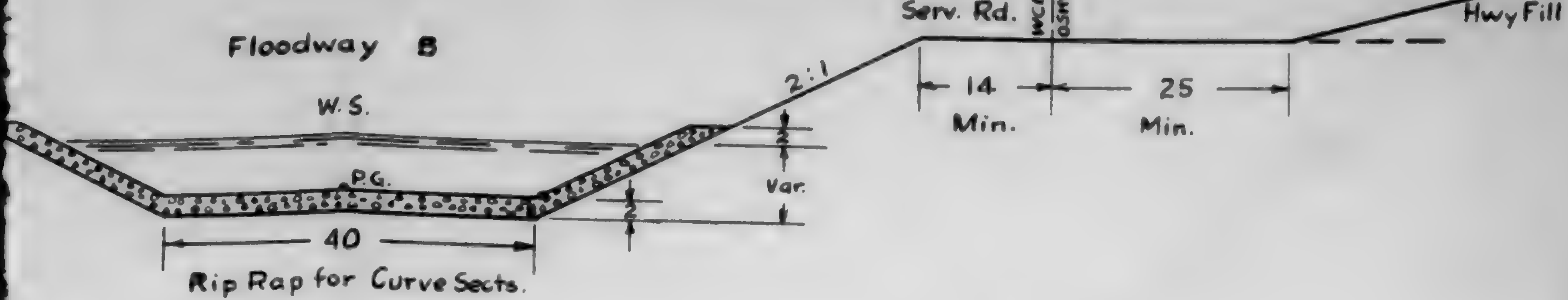
OREGON STATE H

FLOODWAY LOCATIO

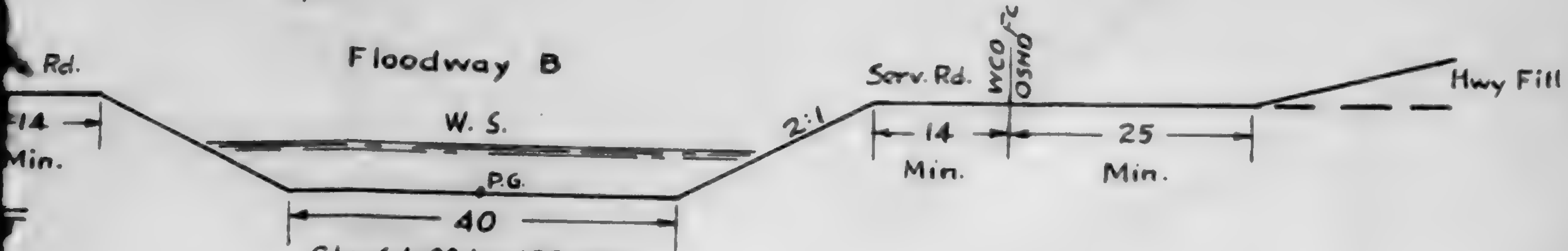
EUGENE - SPRINGF

LAN

Scale 1" = 2000'


Floodway B
Serv. Rd.
WCO
OSHD
FC
Hwy Fill
2:1
14 Min.
25 Min.
W.S.
P.G.
Var.
40

Rip Rap for Curve Sects. Specified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Floodway B
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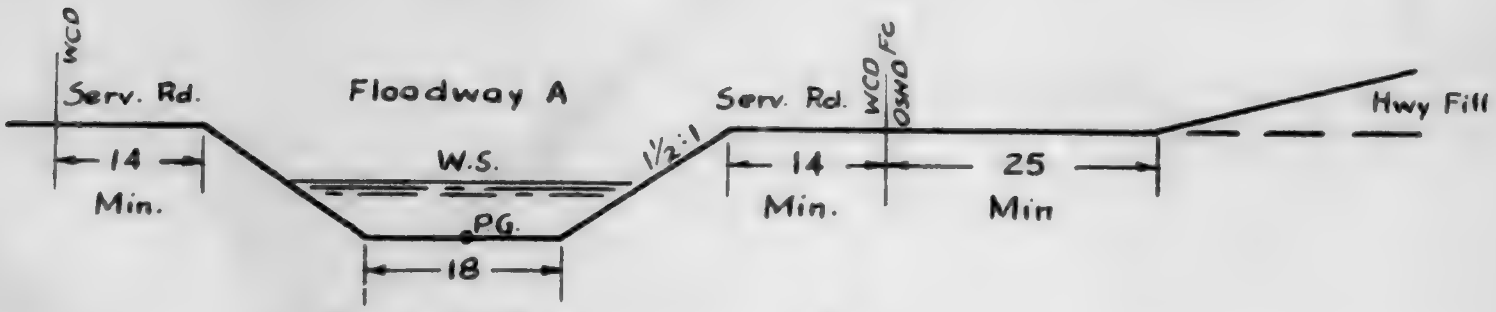
Sta 64+00 to 192+00


WCO
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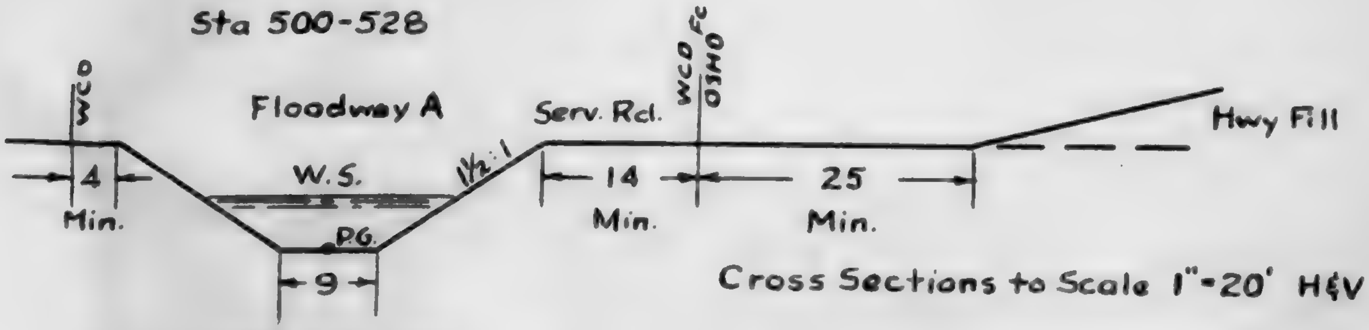
P.G.
18

Sta 500-528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1½:1
14 Min.
25 Min.
P.G.
9

Cross Sections to Scale 1"=20' H&V

Sta 468+70 to 500

EXHIBIT A

To accompany agreement between Oregon State Highway Commission, County Court of Lane County, and McKenzie Water Control District.

OREGON STATE HIGHWAY DEPARTMENT

FLOODWAY LOCATION ALONG PACIFIC HIGHWAY
and
EUGENE - SPRINGFIELD HIGHWAY ("Q" STREET)

LANE COUNTY

Scale 1"=2000'

December, 1958

AB

RECEIVED
SEP 23 1958
FOR FILING

Salem, Oregon
September 22, 1958

Mr. Tom Edwards
Construction Engineer
Department

I write this as a reminder of the matter brought up by the Eugene Water and Electric Company Board in connection with construction of its lines in the Q Street interchange area easterly of Eugene.

Will you please see if this matter can be resolved, so that we can proceed with the right-of-way acquisition in the area.

Forrest Cooper
Deputy State Highway Engineer

FC:me

I-5-4(25) McKenzie River-Willamette 1960
193 R. Sec. of reloc. Pac. Hwy.
#5496 (Grad.) Folder #2

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FOR FILING

5496

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1963

SUBJECT: State of Oregon vs.
Oakway Water District
L-4353
Recovery of Costs

To: Mr. C. H. Maison
Auditor

Office

Transmitted herewith is Oakway Water District's check in the amount of $1,570.57, drawn on the First National Bank of Oregon, Coburg Road Branch, Eugene, Oregon, in compromise settlement of the Highway Commission's claim against the District for cost of relocation of certain of the District's utilities made necessary by the construction of the Pacific Highway in the vicinity of Coburg.

The original claim was in the amount of $2,094.10 and the compromise settlement thereof was approved by the Highway Commission at its meeting on October 10, 1963, under Agenda Item 2-p.

G. E. ROHDE
Assistant Counsel

GER:hg
CC - Mr. R. L. Porter

NOTED
R. L. PORTER

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NOV 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 2 1963
FOR FILING

5496

Salem, Oregon
October 1, 1963

Mr. L. I. Lindas
Chief Counsel

BUILDING

I am returning Mr. McKinney's letter to you, dated September 27, concerning the State vs. Oakway Water District and Attorney Husband's proposal to settle for $1,570.56. This sum represent's 75 per cent of our total expenditure of $2,094.10.

The Highway Engineer does not feel that these are matters that should be compromised; however, if the settlement is down to the point where it would cost more to initiate the action in court than it is worth, no objection is offered to the settlement as proposed.

The matter is in your hands.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

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JAN 16 1963
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COMMISSIONERS
[illegible]KSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 3, 1963

5416

Donald R. Husband
Husband, Johnson, Hillier & MacInnis
Attorneys at Law
72 West Broadway
Eugene, Oregon

Re: Payment for Water Line Adjustments
Oakway Water District
McKenzie River-Willamette River Sec.
Pacific Highway - Lane County

Dear Mr. Husband:

On December 20, 1962, your proposed settlement of the above matter in the sum of 50% of the State's claim for $2,094.10 was presented to the State Highway Commission.

I am sorry to inform you that the Commission was of the opinion that they could not justify settling the claim on the basis of your proposal.

The Commission did, however, request me to inform you that they would be willing to accept any reasonable time payment plan that you might wish to propose so that the payment thereof would not be an undue financial burden on the district.

I would appreciate hearing from you on this matter at your earliest convenience.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

G. L. [illegible]
Assistant Counsel

GMR:FCMcK:bjk
cc: Forrest Cooper
F. C. McKinney

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JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

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31 1962

FOR FILING
1-5-4(25)1
5496

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 29, 1962

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Oregon Project I-105-4(102)195
McKenzie-Willamette River Section
Voucher No. 6 - Final
Net amount claimed $18,983.00

The subject voucher has been approved in the reduced amount of $18,822.00. Deduction has been made in accordance with the attached Schedule of Exceptions, No. 1.

Total amount of deduction	$174.74
Federal-aid pro-rata	92.37%
Net deduction in even dollars	$161.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

original To Young
with attachments
8-30-62

NOTED
R. L. PORTER

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
1962
FOR FILING
I-5-4(25)
5496

NOTED
R. L PORTER

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: McKenzie River-Willamette River Section
Contract No. 5496
I-5-4(25)193, I-105-4(102)195
S-145(6)

Dear Mr. Parsons:

Mr. Grafe and Mr. Goldstein of your department recently discussed the Bureau of Public Roads' final audit on this project. They raised the question of workday charges made during the later stages of the work.

The contractor completed all the major work on this project during the week ending September 3, 1960; the last day charged being Friday, September 2. During the period between September 3 and October 14, when the project was accepted by the State, no days were charged. On the September 3 date, the contractor had been charged 170 days -- the limiting amount of time set up in the contract.

Reference is made to the Resident Engineer's diaries, Weekly Reports and Weekly Statements of Workday Charges for this job.

The diary entry for September 2 contains the statement that the contractor "cleaned up everything he could do" and "parked the equipment and prepared to move out". At that time there was some question whether or not the amount of topsoil furnished under the contractor was sufficient. This matter was investigated by the Division Engineer Morgan and he phoned the Resident Engineer on September 19 telling him "to call grading complete as of September 2". (Statement in quotes from diary entry of September 19 -- the diary contains no entries between September 2 and September 19 except the statement that the Resident Engineer was off sick during this period).

On the September 2 date, there was remaining some fencing work authorized on Extra Work Order #3 and Extra Work Order #4 and a very minor amount of fence repair work on contract fencing. The Weekly Reports subsequent to September 3 contains statements that the contractor could perform his remaining work only at an inefficient rate due to conflict with other contract work on the project. It should also be mentioned here that this contractor cooperated to the fullest extent possible with the State and with other contractors so that the surfacing work on another contract could proceed as rapidly as possible. He often moved his operation around in an inefficient manner to accomplish this purpose. In cases such as this, it is our practice to give the contractor all the consideration possible within the limits of our specifications.

The Weekly Statements of Workday Charges for the period between September 2 and October 14 have also been examined and show that our Engineer considered that only 50% productivity was possible during this period. As you know, a day is not considered a workday unless 60% production is possible. Furthermore, the work remaining after September 2 was almost entirely fencing work required to be completed under Extra Work Orders. Had the contractor been charged for this time, he would have had a valid reason for being allowed an increased number of workdays.

We believe that our Engineer (who has over forty years of highway work experience and who has been a Resident Engineer for about thirty years) is eminently qualified and that his judgment was correct.

Very truly yours,

F. D. Morgan
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. R. Chandler

RECEIVED
T 16 1961

NOTED
W. C. WILLIAMS

October 3, 1961

FINAL COST ANALYSIS

McKenzie River-Willamette River Sec.
Contract No. 5496

Grading
Contractor: R.A. Heintz Construction Co.
Resident Engineer: C.C. Gall

Pacific Highway
Prefix No. 620-1045

Item 5496	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	120,000.00		35,831.01	120,000.00
Drainage Excav., Unclass.	8,782.5	Cu.Yd.	2.50	2.18	19,155.46	21,956.25
Revetment Toe Excav.	1,983	Cu.Yd.	1.00	2.13	4,232.95	1,983.00
Embankment in Place	2,239,020.2	Cu.Yd.	0.575	0.638	1,429,554.47	1,287,436.62
Finish R.B. and Slopes	100%	All	15,000.00		12,394.70	15,000.00
Loose Riprap	7,259.9	Cu.Yd.	3.00	2.14	15,560.91	21,779.70
Stone Revetment	5,718.4	Cu.Yd.	2.75	2.43	13,877.04	15,725.60
15" Corr.Metal Pipe	914	Lin.Ft.	4.40	4.30	3,933.90	4,021.60
18" Corr.Metal Pipe	682	Lin.Ft.	5.10	4.98	3,396.31	3,478.20
24" Corr.Metal Pipe	110	Lin.Ft.	7.70	7.43	817.34	847.00
30" Corr.Metal Pipe	82	Lin.Ft.	9.90	9.91	812.96	811.80
36" Corr.Metal Pipe	110	Lin.Ft.	15.00	14.65	1,611.55	1,650.00
42" Corr.Metal Pipe	216	Lin.Ft.	17.80	17.75	3,834.43	3,844.80
12" Concrete Pipe	696	Lin.Ft.	2.10	2.07	1,442.75	1,461.60
15" Concrete Pipe	1,186	Lin.Ft.	3.20	3.17	3,760.83	3,795.20
18" Concrete Pipe	1,269	Lin.Ft.	3.70	3.62	4,595.37	4,695.30
24" Concrete Pipe	2,061	Lin.Ft.	5.40	5.39	11,113.49	11,129.40
30" Concrete Pipe	1,509	Lin.Ft.	7.00	6.93	10,458.56	10,563.00
36" Concrete Pipe	792	Lin.Ft.	9.00	8.99	7,120.50	7,128.00
42" Concrete Pipe	546	Lin.Ft.	12.00	11.94	6,519.45	6,552.00
8" Mtl.Dr.Pipe, Unctd.	36	Lin.Ft.	3.00	1.67	60.05	108.00
6" Perf.Mtl.Dr.Pipe, Unctd.	151	Lin.Ft.	2.50	2.17	327.97	377.50

Final Cost Analysis - Contract No. 5496
McKenzie River-Willamette River Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Special Backfill in Drains	48	Cu. Yd.	6.00	4.48	214.92	288.00
Salvaging Culvert Pipe	100	Lin. Ft.	3.00	1.67	167.14	300.00
12" Culvert End Section	1	Each	45.00	24.69	24.69	45.00
15"Culvert End Section	41	Each	45.00	27.27	1,118.31	1,845.00
18" Culvert End Section	12	Each	52.00	36.10	433.17	624.00
24" Culvert End Section	12	Each	70.00	57.39	688.64	840.00
30" Culvert End Section	9	Each	110.00	79.95	719.51	990.00
36" Culvert End Section	2	Each	150.00	134.90	269.79	300.00
42" Culvert End Section	6	Each	220.00	184.74	1,108.46	1,320.00
18" Elliptical Inlet	2	Each	78.00	61.18	122.36	156.00
24" Elliptical Inlet	3	Each	90.00	70.90	212.72	270.00
30" Elliptical Inlet	3	Each	100.00	77.45	232.37	300.00
36" Elliptical Inlet	4	Each	130.00	96.62	386.47	520.00
18" Metal Tide Gate	3	Each	120.00	81.59	244.77	360.00
*Cl. A Conc. in Box Culvert	2,033.41	Cu. Yd.	50.00	42.50	86,419.93	101,670.50
*Mtl. Reinf. in Box Culvert	336,749.39	Lb.	0.14	0.12	40,409.93	47,144.91
*Mtl. Reinf. in Drop Structure	31,601.95	Lb.	0.14	0.12	3,792.23	4,424.27
*Cl. A Conc. in Drop Structure	265.68	Cu. Yd.	55.00	55.00	14,612.40	14,612.40
*Concrete Manholes	2	Each	300.00	250.00	500.00	600.00
*Conc. Inlets Type G	7	Each	100.00	95.00	665.00	700.00
*Conc. Inlets Type G2	1	Each	110.00	95.00	95.00	110.00
**Type 2 Fence	3,992.6	Rod	5.50	4.93	19,683.52	21,959.30
Coarse Cr. Mat'l in Base	5,428	Cu. Yd.	2.50	2.46	13,352.88	13,570.00
3/4"-0 Mat'l in Base	1,609	Cu. Yd.	2.70	2.54	4,086.86	4,344.30

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	2,905.56	M-Gal.	2.00	2.29	6,647.51	5,811.12
PA#1 Building Removal	100%	All	800.00		474.39	800.00
PA#2 Special Quarry Rock	580	Cu.Yd.	5.00	2.84	1,644.36	2,900.00
PA#3 Cemetn Adj. favor Contr.	26.64	Bbl	4.80	4.80	127.87	127.87
**PA#4 Curnish & Install Mtl. Gate	1	Each	87.00		75.00	87.00
*PA#5 Purchase Catch Basin Grates and Frame	3	Each	28.53	28.53	85.59	85.59
EW1 Flagging					12,450.95	6,156.65
EW2 Temporary Signs					1,110.33	1,263.03
**EW3 Fencing					7,145.66	7,145.66
**EW4 Type 3 Fence					8,520.33	8,520.33
EW5 A.C. Pavement					1,095.60	1,234.80
EW6 Reshape Bridge Approach					1,329.32	1,419.95
EW7 Adj. Water Main					1,770.82	1,770.82
EW8 Reshape Bridge Ends					968.17	1,219.83
EW9 Remove Concrete Barn					269.29	363.98
					1,823,688.26	1,800,544.80

Total Cost	$ 1,823,688.26
Gross Revenue	1,800,544.80
Net Loss	$ 23,143.46

Net Loss equals 1.2% of Gross Revenue

Work done by others:
- * Lockyear & White
- ** Highway Protection

DETAIL OF COST - Contract No. 5496

Labor:				
Labor			$ 487,688.72	
Labor Insurance			41,586.69	
Health and Welfare			14,356.40	$ 543,631.81
Materials:				
Embankment Material Purchased:-				
Jacqua Bar	716,586 Cu.Yd.	@ $0.08	57,326.88	
Eugene Sand & Gravel	159,560 Cu.Yd.	@ $0.20	31,912.00	
Winn Bar	676,070 Cu.Yd.	@ $0.10	67,607.00	
Right of Way+Structure			42,485.00	
Riprap & Stone Revetment	13,558.3 Cu.Yd.	@ $1.3875	18,812.48	
15" CMP, Bands Included	914 Lin.Ft.	@ $2.59	2,624.27	
18" CMP, Bands Included	682 Lin.Ft.	@ $3.03	2,163.42	
24" CMP, Bands Included	110 Lin.Ft.	@ $4.72	538.08	
30" CMP, Bands Included	82 Lin.Ft.	@ $5.78	491.30	
36" CMP, Bands Included	110 Lin.Ft.	@ $9.25	1,063.75	
42" CMP, Bands Included	216 Lin.Ft.	@ $10.98	2,459.52	
8" Mtl.Dr.Pipe, Unctd.	36 Lin.Ft.	@ $1.01	36.36	
8" Mtl.Bands	3 Each	@ $1.32	3.96	
6" Perf.Mtl.Dr.Pipe, Unctd.	151 Lin.Ft.	@ $0.84	126.84	
6" Mtl.Bands	5 Each	@ $1.07	5.35	
12" Concrete Pipe	696 Lin.Ft.	@ $1.00	696.00	
15" Concrete Pipe	1,186 Lin.Ft.	@ $1.76	2,087.36	
18" Concrete Pipe	1,269 Lin.Ft.	@ $2.00	2,538.00	
24" Concrete Pipe	2,061 Lin.Ft.	@ $3.00	6,183.00	
30" Concrete Pipe	1,509 Lin.Ft.	@ $4.00	6,036.00	
36" Concrete Pipe	792 Lin.Ft.	@ $5.20	4,118.40	
42" Concrete Pipe	546 Lin.Ft.	@ $7.00	3,822.00	
12" End Section	1 Each	@ $17.27	17.27	
15" End Section for CMP	14 Each	@ $17.37	243.18	
15" End Section for Concrete Pipe	27 Each	@ $20.46	552.42	
18" End Section	12 Each	@ $24.91	298.92	
24" End Section	12 Each	@ $39.93	479.16	
30" End Section	9 Each	@ $62.49	562.41	
36" End Section	2 Each	@ $99.98	199.96	
42" End Section	6 Each	@ $149.83	898.98	
18" Elliptical Inlet	2 Each	@ $43.72	87.44	
24" Elliptical Inlet	3 Each	@ $53.45	160.35	
30" Elliptical Inlet	3 Each	@ $60.00	180.00	
36" Elliptical Inlet	4 Each	@ $79.16	316.64	
18" Metal Tide Gate	3 Each	@ $49.75	149.25	
Material used on Force Account			1,518.95	
Aggregates			17,558.54	276,360.44

Detail of Costs Cont'd - Contract No. 5496

Subcontractors:		
Lockyear & White (Structures)	146,707.95	
Hamilton & Thoms (Adjust Water Main)	1,770.82	
Highway Protection (Fencing)	35,424.51	183,903.28
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	579,677.20	
Equipment Rental, Hired	104,357.13	
Gas, Oil and Grease	83,574.28	
Move In, Freight and Cartage	15,121.69	
Bond	14,250.07	
Small Tools and Miscellaneous Supplies	607.51	
Home Office and General Overhead	22,202.85	819,790.73
TOTAL COST		$ 1,823,686.26

Remarks - Contract No. 5496

This was a "Federal Aid Interstate Project" calling for the construction of 4.19 miles of highway roadbed, floodway ditches, channel changes, frontage roads, county roads and connections on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County. The project was bid May 5th and awarded June 5, 1959. Work started May 25, 1959 and was completed October 10, 1960.

The contractor moved in and started clearing May 25, 1959 on the "Q" Street and foodway ditch. As this was completed, men and equipment moved to the north end clearing both the right of way and the Winn borrow which consisted of large cottonwood trees and heavy underbrush. The cottonwood logs were sold and hauled from the cleared area. The contractor had two borrows which entailed a lot of heavy clearing, the cost of which is reflected in the Cost of Embankment in Place.

As the clearing progressed on the "Q" Street and floodway ditch, the contractor moved in his grading equipment and started excavating in the flood ditch using the excavated material on the "Q" Street Section. The bulk of this material was excavated with cats and cans as the material was too wet for rubber tired equipment when the water table of the area was reached.

The contractor, after meeting with the County Zoning Commission, was able to purchase borrow material from two sources. One being the Winn Bar and the other being the Jacqua Bar. The contractor then moved in his equipment and started taking borrow from the Winn Bar using up to nine DW20 scraper units, seven Euclid bottom dump wagons, one 3-1/2-yard P&H dragline shovel, three D9 cat and dozers, three #12 blades, six D8 cat and dozers, two HD21 crawler tractor dozers, plus other equipment such as backhoes, truck crane, water wagons, and equipment used for maintenance. As the removal of the material from the Winn Bar was completed, the contractor moved to the Jacqua Bar which required the placing of two one-way structures across the McKenzie River, the same equipment being used except for the 3-1/2-yard dragline. The contractor brought in a stationary tunnel loader to load out the bottom dump Euclids. From this source the contractor removed 716,586 cubic yards at $0.08 per cubic yard. He then moved his scraper units to the south end of the project and boughtt 159,560 cubic yards at $0.20 per cubic yard from the Eugene Sand and Gravel Company.

The contractor, still not having enough material, went to the Zoning Commission for permission to get more material from the Winn Bar. Being unable to do so, he went ahead and started excavating anyway, saying he was digging a fish pond and completed the placing of embankment from the Winn Bar. Approximately 676,070 cubic yards were removed at a cost of $0.10 per cubic yard.

The contractor sublet the structures and fencing to others listed on the Final Analysis part of this report.

Remarks Cont'd - Contract No. 5496

The contractor shows a small loss due to the price he had to pay for borrow and right of way purchased to get the material to the road.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

FORM E-123-X 50M

COMMISSI
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRID
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, ECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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AUG 2 1961
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5496

August 1, 1961

Mr. Arthur C. Johnson
Attorney at Law
65 East Broadway
Eugene, Oregon

Re: Lillegren Claim
Contract No. 5496
R. A. Heinz Construction Co.

Dear Mr. Johnson:

I have for reply your letter of July 26, addressed to the Oregon State Highway Commission, with respect to your clients' claim for alleged damage to their holly orchard.

I believe it would be proper for you to direct a letter on this matter to the State's contractor R. A. Heinz Construction Company, 211 N. E. Columbia Boulevard, Portland 11, Oregon.

Yours very truly,

L. I. LINDAS
Chief Counsel

FCMcK:ks

cc: Tom Edwards
Floyd Query
R. A. Heinz Construction Co.

OTED
YD QUER

FORM E-125X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 1, 1961

R. A. Heinz Construction Co.
211 N. E. Columbia Boulevard
Portland 11, Oregon

Re: Lillegren Claim
Contract No. 5496
R. A. Heinz Construction Co.

Dear Sirs:

Please find enclosed herewith a copy of a letter from the law firm of Johnson, Johnson & Harrang with respect to the claim of their clients Mr. and Mrs. Lillegren.

Also enclosed is a copy of my letter of reply, as it appears that this should be a matter to be handled by your company.

Yours very truly,

L. I. LINDAS
Chief Counsel

FCMcK:ks
enc. 2

cc: Tom Edwards
Floyd Query

NOTED
FLOYD QUERY

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELORS AT LAW
99 EAST BROADWAY
EUGENE, OREGON

H. V. JOHNSON
HAROLD V. JOHNSON
JAMES P. HARRANG
ARTHUR C. JOHNSON
MARVIN E. HANSEN

TELEPHONE
DIAMOND 3-3364

July 26, 1961

Legal & R/W Div.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We represent Mr. and Mrs. H. A. Lillegren who reside on Garden Way in Lane County, Oregon. Their home lies between Eugene and Springfield, north of the Willamette River and a short distance east of the newly constructed Pacific Freeway. They own and maintain a holly orchard on their property, which is cut and marketed in the late Fall of each year. During the construction of the freeway, there was caused to be settled on their property a great deal of dust and dirt, much of which was essentially harmless. However, the dust and other dirt caused to settle on the holly covered all of its leaves and could not be washed or otherwise cleaned off.

As a result, virtually the entire 1961 crop (over 6,000 pounds of holly) was rendered worthless and unmarketable to the Lillegren's loss in the sum of $1,700.00. Therefore, we request that you consider this letter as a demand on behalf of the Lillegrens that they be compensated in the sum of $1,700.00 for that loss.

Sincerely,

Arthur C. Johnson

ACJ:pm

RECEIVED
MAY 24 1961
FOR FILING

I-5-4(25) 193

5496

May 23, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to R. A. Heintz Const. Co., on contract #5496 for grading the McKenzie River-Willamette River Section of Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,800,544.88. including the post-final payment of $534.70. Of the total, $29.095.05 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. A. Heintz Const. Co.,
211 NE Columbia Blvd.,
Portland 11
Oregon

1

RECEIVED
MAY 26 1961
FOR FILING

I-5-4(25) 193

5496

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

May 22, 1961

Dorothy:
Please note on card
C.H.

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query

NOTED
FLOYD QUERY

Dear Mr. Query:

Bond 44946 - R. A. Heintz
Construction Company
State of Oregon - State
Highway Contract #5496

This will acknowledge with thanks your letter of May 10, 1961 concerning a claim filed with the Secretary of State by the R. M. Wade and Company of Portland. We have checked with our principal, R. A. Heintz Construction Company, and have been advised that this matter has now been settled and the claim has been released.

We presume, therefore, that this satisfactorily disposes of the matter and are taking no further action in connection with it. If this claim has, for some reason, not been released, however, we would appreciate any further information which you might have on it.

We thank you for your cooperation.

Yours very truly,

UNITED PACIFIC INSURANCE CO.

H. Reints
Henry F. Reints
Claim Department

NOTED ON CARD
Lc

HFR:dh

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
L. W. HEAD

RECEIVED
MAY 16 1961
FOR FILING

I-5-4(25)193

5496

May 16, 1961

Mr. Lewis Hoffman
Attorney at Law
877 Willamette St.
Eugene, Oregon

Dear Mr. Hoffman:

This is in response to your telephone request concerning the source of embankment material used on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

The grading work was done by the R. A. Heintz Construction Co. under Contract 5496. The contract provided for "embankment in place" with the material being obtained by the contractor from sources of his own selection. The contract price in place was $0.575 per cubic yard which included furnishing, hauling, placing, compacting, and shaping to specified section. The work was accomplished between May and December, 1959. I understand that the contractor obtained material from the Wynn and Jagua Bars on the McKenzie River and from the Eugene Sand & Gravel Co.

The surfacing and paving on this section is being done by Roy L. Houck Sons' Corp. under Contract 5592. This contract calls for several sizes of crushed rock or gravel, as well as portland cement and asphaltic concrete pavement. This contractor secures a raw material source from a location of his own choice and is paid various prices under terms of the contract. We understand that much of the material came from the Brabham Bar in the McKenzie River.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
MAY 11 1961
FOR FILING

J-5-4(25)193

5496

May 10, 1961

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. Howard J. Booth

Gentlemen:

We have received notification from the Secretary of State, dated May 8, 1961, informing us that your claim in the amount of $2,420.41 for fencing, wire and posts furnished to R. A. Heintz Construction Co. on our Contract No. 5496 was filed in his office. He has assigned his File No. 3818 to this claim.

We are making this notification in our records and are informing the surety and the contractor of your filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

RECEIVED
MAY 11 1961
FOR FILING
I-5-4(25)193

5496

May 10, 1961

United Pacific Insurance Co.
P. O. Box 1578
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $2,420.41 which was filed on May 8, 1961, with the Secretary of State by R. M. Wade & Co., Portland, for fencing, wire and posts furnished to R. A. Heintz Construction Co.

This appears to be in connection with State Highway Contract No. 5496 with R. A. Heintz Construction Co. for grading the McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland 11, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 8, 1961

NOTED
FLOYD QUERY

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from R. M. Wade & Co, Mr. Howard J. Booth, Credit Manager, 1919 N. W. Thurman Street, Portland 9, Oregon and filed as of this date, a notice of claim for fencing, wire and posts in the sum of $2,420.41 against the bond executed by R. A. Heinz Const. Co., principal and not known, surety, for work on the Oregon State Highway Contract #5496.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

Cec
please reply
fc

RECEIVED
MAY 9 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

WADE NEWBEGIN
President and
General Manager
H. D. SMITH
Vice President
in Charge of Sales
●
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R.M.WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7382

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

May 5, 1961

Secretary of State
Salem, Oregon

Gentlemen:

Re: Gen. Cont. R. A Heinz Const.
Oregon State Highway Cont.
#5496, McKenzie River Willamette
River Section

"To the State of Oregon":

"Notice is hereby given that the undersigned, R. M. Wade & Co. has a claim for fencing, wire and posts, in the sum of $2,420.41 Dollars against the bond executed by R. A. Heinz Const. Co. as principal and not known, as surety, for work on the Oregon State Highway Contract #5496.

R. M. Wade & Co.

By
Credit Manager

cc: R. A. Heinz Const. Co
Highway Protection Co.

Subscribed and sworn to before me on this 5th day of May, 1961

Notary Public in and for the
State of Oregon, residing at

My Commission Expires July 11, 1961

File #3818

FILED
MAY 8 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 8 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 27 1961
FOR FILING

I-5-4(25 193
I-105-4(102)195 & S. 115(6)
5496

February 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

McKenzie River-Willamette River Section
Pacific Highway, Lane County
Project No. I-5-4(25)193, I-105-4(102)195
S-115(6)

Dear Sir:

Herewith are two copies each of the letter and sketch prepared by the Eugene Water and Electric Board concerning additional work required in adjusting facilities on the subject project.

These data are submitted in supplement to and support of our letter of February 24, 1961, transmitting Assistant Counsel's letter regarding this additional work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
FEB 24 1961
FOR FILING

I 5-4(25)193
I-105-4(102)195, S-145(6)
5496

February 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

McKenzie River-Willamette River Sec.
Pacific Highway, Lane County
Project I-5-4(25)193, I-105-4(102)195,
S-145(6)

Dear Sir:

Herewith are two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Eugene Water & Electric Board for its power lines at two additional locations.

During construction, it developed that these revisions were required. The line along the frontage road was originally noted as "may require relocation". The "Q" St. crossing is an additional location.

This letter to establish the State's obligation is submitted at the request of the BPR Auditor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
FEB 9 1961
FOR FILING

I-5-4(25) 193
I-105-4 (102) 195
2-145 (6)
5496

Salem, Oregon
February 8, 1961

Release of final payment
Contract 5496

Mr. C. H. Maison,
Auditor

Attention: Don Taylor

This is to confirm our telephone conversation of this morning concerning release of final payment to R. A. Heintz Construction Company on Contract 5496.

Our letter to the surety dated February 2 stated that final payment would be made on or after February 13th. I have talked with the Portland office of the United Pacific Insurance Company, Mansfield and Company, and have been advised that it is agreeable with them to release the check immediately. I know of no reasons for holding it up, other than consent of the surety.

Floyd Query,
Secretary

FQ:rj

NOTED ON CARD

RECEIVED
FEB 2 1961
FOR FILING

~~I-5-4(25) 175~~
~~I-105-4(102)~~ 175
~~I-143(0)~~
5496

February 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, 1961

Gentlemen:

State Highway contract #5496 for grading the McKenzie River-Willamette River Section of Pacific Highway in Lane County was completed by the contractor, R. A. Heintz Const. Co., on October 14, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $47,486.99 will be released to the contractor on or after February 13, 1961. The total contract amount is $1,800,010.18, of which amount $29,054.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. A. Heintz Const. Co.,
211 NE Columbia Blvd.,
Portland 11
Oregon

Form E-1—(Rev.)—

1-5-4 (25) 193

.1 96

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 16, 1960, 19

Section McKenzie River - Willamette River

Kind of work Grading

Highway Pacific County Lane

Section prefix 620-1045

Contractor R. A. Heintz Construction Co.

Contract number 5496

Date of contract June 5, 1959, 19

Specified work days 170

Date work started May 25, 1959, 19

Work days used 170

Project authorization . . . . . $ 2,133,216.76

Exclusive of engineering . . . . . $ 1,981,800.18

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 1,866,623.00

Estimated per cent [illegible] or underrun 7.5 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 151,716.76

Engineering cost to date $ 105,670.00, 70 %

Date project was completed Oct. 14, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Filed party cast 13 concrete monuments for centerline references.

These will be punched for center and guard posts set later.

Semi-final has been submitted.

NOTED

Noted
M. N. Juve

Signed C. C. Hall

Address 1920 Franklin Blvd, Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Foggy		
Thursday	Cldy		
Friday	Shwrs		
Saturday			

RECEIVED
OCT 17 1960
FOR FILING

I-5-4 (25) 193

5496

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 14, 1960, on Contract No. 5496, McKenzie River-Willamette River Section, in Lane County, in connection with Federal Aid Project Nos. I-5-4(25)193, I-105-4(102)195 and S-145(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swensen

Contract 5496 7-5-60 A

Monthly transaction number 7-5 I-5-4(25)193	For -2A U.S. DEPARTMENT OF COMMERCE (5-3 57) BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number **10** 5496	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project number **I-105-4(104)195**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **March 14**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **471,706**
Revised Federal funds	$ **433,000**

Other revisions

Revised to include signing and illumination.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **July**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

[illegible] **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **XX** **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

June 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the McKenzie River-Willamette River Section ("Q" Street), Project No. I-105-4(104)195.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

June 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the McKenzie River-Willamette River Section ("Q" Street), Project No. I-105-4(104)195.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DMC:bb

Federal Aid
Project No. I-105-4(104)195

Oregon State Highway Department

McKENZIE RIVER-WILLAMETTE RIVER SECTION ("Q" STREET)

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, June 15, 1960

Type Code [illegible]
Roadway (Sta. 59+50 to Sta. 107+61.63)(Contract No. 5592)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	840	cu. yds.	1.50	1,260.00
Embankment in Place	6,760	cu. yds.	1.00	6,760.00
12-inch Concrete Pipe	66	lin. ft.	2.25	148.50
36-inch Concrete Pipe	140	lin. ft.	8.50	1,190.00
Extra for Pipe Under Pavement	210	lin. ft.	2.50	525.00
Salvaging Culvert Pipe	190	lin. ft.	3.00	570.00
8-inch Sewer Pipe	620	lin. ft.	1.50	930.00
12-inch Sewer Pipe	920	lin. ft.	2.00	1,840.00
18-inch Sewer Pipe	590	lin. ft.	4.00	2,360.00
1-inch Electrical Conduit	130	lin. ft.	1.75	227.50
1½-inch Electrical Conduit	310	lin. ft.	1.90	589.00
2-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
Concrete Inlets, Type "G-1"	9	only	90.00	810.00
Concrete Inlets, Type "G-2"	8	only	90.00	720.00
Concrete Manholes	4	only	250.00	1,000.00
Concrete Curbs	110	cu. yds.	40.00	4,400.00
Concrete in Islands and End Pieces	23	cu. yds.	100.00	2,300.00
Portable Traffic Barrier	1,680	lin. ft.	5.00	8,400.00
Metal Guard Rail	2,500	lin. ft.	2.40	6,000.00
Metal Median Barrier	4,300	lin. ft.	3.75	16,125.00
Guide Posts, Type W-1	40	only	6.00	240.00
Guide Posts, Type Y-2	64	only	7.00	448.00
Guide Posts, Type Y-3	1	only	8.00	8.00
Coarse Crushed Material in Base	54,100	tons	0.92	49,772.00
3/4" - 0 Material in Base	5,700	tons	0.92	5,244.00
Sprinkling	740	M-gal.	2.00	1,480.00
Preparation of Base	All	Required (15%)		600.00
3/4" - 0 Material in Binder Course	370	cu. yds.	3.00	1,110.00
Furnishing and Placing Aggregates	480	cu. yds.	3.50	1,680.00
RC-3 Asphalt	56	tons	40.55	2,270.80
120-150 Asphalt	40	tons	38.00	1,520.00
RS-1 Asphalt	10	tons	40.00	400.00
Asphaltic Concrete Mixture	8,020	tons	3.25	26,065.00
Asphalt in Mixture	430	tons	31.00	13,330.00
Asphaltic Concrete Traffic Markers	1,420	lin. ft.	0.75	1,065.00
8-inch Portland Cement Concrete Pavement	27,000	sq. yds.	3.30	89,100.00
Contraction Joints	4,000	lin. ft.	0.10	400.00
Dowel Bars	4,000	only	0.50	2,000.00
Tie Bars and Bar Reinforcement	11,500	lbs.	0.12	1,380.00

Wire Fabric Reinforcement	27,000 sq. yds.	$0.70	$ 18,900.00
3/8" - 0 Material in Cushion Course	750 tons	1.50	1,125.00
			$ 276,292.80
Flagging (57½% of Contractor's Costs)	All Required		3,000.00
			$ 279,292.80

Signing and Illumination (Sta. 58+50 to Sta. 107+61.63)(Contract No. 5715)

Removal of Existing Sign Installation	All Required	$	$ 361.50
Butterfly Sign Structure	2 only	3,770.00	7,540.00
Furnish 8-inch BP 36# Piling	93 lin. ft.	4.25	395.25
Drive Steel Piles	5 only	50.00	250.00
Metal Sign Posts	All Required (10%)		170.00
Wood Sign Posts	All Required (45%)		585.00
Type "A" Signs in Place	655 sq. ft.	6.00	3,930.00
Type "C" and "D" Signs in Place	353 sq. ft.	3.00	1,059.00
Type "E", "F" and "G" Signs in Place	43 sq. ft.	3.00	129.00
Type "J" Signs in Place	28 sq. ft.	10.00	280.00
Sign Covers	All Required (5%)		12.50
Traffic Signal Installation	All Required		12,600.00
Interchange Illumination	All Required (35%)		16,688.00
			$ 44,000.25
	Subtotal		$ 323,293.05
	10% Engr. & Cont.		32,328.95
	Total		$ 355,622.00

Type Code X231

Ferry St.-Coburg Road Interchange Structure (Br. No. 8700-B)(344')("B" Line Sta. 48+59 to "B" Line Sta. 52+03)(Contract No. 5593)

Structural Excavation	500 cu. yds.	$6.00	$ 3,000.00
Furnish Steel Piling	340 lin. ft.	4.50	1,530.00
Drive Steel Piles	8 only	50.00	400.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (783 cu.yds.)	All Required (28%)		47,320.00
Metal Reinforcement (182,000 lbs.)	All Required (29%)		21,750.00
Structural Steel (104,000 lbs.)	All Required		25,000.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	106 lin. ft.	3.50	371.00
Metal Parapet Rail	690 lin. ft.	4.00	2,760.00
Post Tensioning Girder Seats	All Required		1,800.00
	Subtotal		$ 105,531.00
	10% Engr. & Cont.		10,553.00
	Total		$ 116,084.00

Length of Roadway - - - - - - -	0.930 Mile
Length of 1 Structure - - - - -	0.000 Mile
Total Length- - - - - - - - - -	0.930 Mile
Cost of Roadway Per Mile- - - -	$382,389.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$355,622.00	$327,000.00	$28,622.00
Structure	116,084.00	106,000.00	10,084.00
	$471,706.00	$433,000.00	$38,706.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-105-4(104)195

McKENZIE RIVER-WILLAMETTE RIVER SECTION ("Q" STREET)
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1960

Type Code 7221
Roadway (Sta. 58+50 to Sta. 107+61.63)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	840	cu. yds.	3.00	2,520.00
Embankment in Place	6,760	cu. yds.	0.75	5,070.00
12-inch Concrete Pipe	66	lin. ft.	2.50	165.00
36-inch Concrete Pipe	140	lin. ft.	10.00	1,400.00
Extra for Pipe Under Pavement	210	lin. ft.	3.00	630.00
Salvaging Culvert Pipe	190	lin. ft.	15.00	2,850.00
8-inch Sewer Pipe	620	lin. ft.	2.00	1,240.00
12-inch Sewer Pipe	920	lin. ft.	2.50	2,300.00
18-inch Sewer Pipe	590	lin. ft.	3.75	2,212.50
1-inch Electrical Conduit	130	lin. ft.	1.25	162.50
1½-inch Electrical Conduit	310	lin. ft.	1.75	542.50
2-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
Concrete Inlets, Type "G-1"	9	only	100.00	900.00
Concrete Inlets, Type "G-2"	8	only	110.00	880.00
Concrete Manholes	4	only	275.00	1,100.00
Concrete Curbs	110	cu. yds.	45.00	4,950.00
Concrete in Islands and End Pieces	23	cu. yds.	50.00	1,150.00
Portable Traffic Barrier	1,680	lin. ft.	4.50	7,560.00
Metal Guard Rail	2,500	lin. ft.	2.75	6,875.00
Metal Median Barrier	4,300	lin. ft.	4.25	18,275.00
Guide Posts, Type W-1	40	only	6.00	240.00
Guide Posts, Type Y-2	64	only	7.00	448.00
Guide Posts, Type Y-3	1	only	8.00	8.00
Coarse Crushed Material in Base	54,100	tons	1.10	59,510.00
3/4" - 0 Material in Base	5,700	tons	1.20	6,840.00
Sprinkling	740	M-gal.	2.50	1,850.00
Preparation of Base	All	Required (15%)		450.00
3/4" - 0 Material in Binder Course	370	cu. yds.	3.00	1,110.00
Furnishing and Placing Aggregates	480	cu. yds.	3.00	1,440.00
RC-3 Asphalt	56	tons	42.00	2,352.00
120-150 Asphalt	40	tons	42.00	1,680.00
RS-1 Asphalt	10	tons	44.00	440.00
Asphaltic Concrete Mixture	8,020	tons	3.50	28,070.00
Asphalt in Mixture	430	tons	32.00	13,760.00
Asphaltic Concrete Traffic Markers	1,420	lin. ft.	0.75	1,065.00
8-inch Portland Cement Concrete Pavement	27,000	sq. yds.	3.45	93,150.00
Contraction Joints	4,000	lin. ft.	0.12	480.00
Dowel Bars	4,000	only	0.75	3,000.00
Tie Bars and Bar Reinforcement	11,500	lbs.	0.13	1,495.00

Wire Fabric Reinforcement	27,000 sq. yds.	$0.70	$ 18,900.00
3/8" - 0 Material in Cushion Course	750 tons	1.50	1,125.00
			$300,195.50
Flagging (57½% of Contractor's Costs)	All Required		3,000.00
	Subtotal		$303,195.50
	10% Engr. & Cont.		30,319.50
	Total		$333,515.00

Type Code X231

Ferry St.-Coburg Road Interchange Structure (Br. #8700-B)(344')("B" Line Sta. 48+59 to "B" Line Sta. 52+03)

Structural Excavation	500 cu. yds.	$4.50	$ 2,250.00
Furnish Steel Piling	340 lin. ft.	5.00	1,700.00
Drive Steel Piles	8 only	60.00	480.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (783 Cu.Yds. at $65.00)	All Required		50,895.00
Metal Reinforcement (182,000 Lbs. at $0.13)	All Required		23,660.00
Structural Steel (104,000 Lbs. at $0.23)	All Required		23,920.00
Concrete Slab Riprap	220 sq. yds.	8.00	1,760.00
8-inch Metal Drain Pipe	106 lin. ft.	4.00	424.00
Metal Parapet Rail	690 lin. ft.	5.00	3,450.00
Post Tensioning Girder Seats	All Required		2,500.00
	Subtotal		$111,119.00
	10% Engr. & Cont.		11,111.00
	Total		$122,230.00

Length of Roadway - - - - -	0.930 Mile
Length of 1 Structure - - -	0.000 Mile
Total Length- - - - - - - -	0.930 Mile
Cost of Roadway Per Mile- -	$366,661.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$333,515.00	$303,000.00	$30,515.00
Structure	122,230.00	110,000.00	12,230.00
	$455,745.00	$413,000.00	$42,745.00

RETAINED IN PROGRAM STATUS

Work: Signing

Total Cost - - - - - - - - - - - - $11,000.00 Federal Funds - - - $10,000.00

Oregon State Highway Department

Federal Aid
Project No. I-105-4(104)195

McKENZIE RIVER-WILLAMETTE RIVER SECTION ("Q" STREET)
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.

Salem, Oregon, May 3, 1960

Type Code 7221
Roadway (Sta. 58+50 to Sta. 107+61.63)(Contract 5592)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	840	cu. yds.	$ 1.50	1,260.00
Embankment in Place	6,760	cu. yds.	1.00	6,760.00
12-inch Concrete Pipe	66	lin. ft.	2.25	148.50
36-inch Concrete Pipe	140	lin. ft.	8.50	1,190.00
Extra For Pipe Under Pavement	210	lin. ft.	2.50	525.00
Salvaging Culvert Pipe	190	lin. ft.	3.00	570.00
8-inch Sewer Pipe	620	lin. ft.	1.50	930.00
12-inch Sewer Pipe	920	lin. ft.	2.00	1,840.00
18-inch Sewer Pipe	590	lin. ft.	4.00	2,360.00
1-inch Electrical Conduit	130	lin. ft.	1.75	227.50
1½-inch Electrical Conduit	310	lin. ft.	1.90	589.00
2-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
Concrete Inlets, Type "G-1"	9	only	90.00	810.00
Concrete Inlets, Type "G-2"	8	only	90.00	720.00
Concrete Manholes	4	only	250.00	1,000.00
Concrete Curbs	110	cu. yds.	40.00	4,400.00
Concrete in Islands and End Pieces	23	cu. yds.	100.00	2,300.00
Portable Traffic Barrier	1,680	lin. ft.	5.00	8,400.00
Metal Guard Rail	2,500	lin. ft.	2.40	6,000.00
Metal Median Barrier	4,300	lin. ft.	3.75	16,125.00
Guide Posts, Type W-1	40	only	6.00	240.00
Guide Posts, Type Y-2	64	only	7.00	448.00
Guide Posts, Type Y-3	1	only	8.00	8.00
Coarse Crushed Material in Base	54,100	ton	0.92	49,772.00
3/4" - 0 Material in Base	5,700	tons	0.92	5,244.00
Sprinkling	740	M-gal.	2.00	1,480.00
Preparation of Base	All	Required (15%)		600.00
3/4" - 0 Material in Binder Course	370	cu. yds.	3.00	1,110.00
Furnishing and Placing Aggregates	480	cu. yds.	3.50	1,680.00
RC-3 Asphalt	56	ton	40.55	2,270.80
120-150 Asphalt	40	ton	38.00	1,520.00
RS-1 Asphalt	10	ton	40.00	400.00
Asphaltic Concrete Mixture	8,020	ton	3.25	26,065.00
Asphalt in Mixture	430	ton	31.00	13,330.00
Asphaltic Concrete Traffic Markers	1,420	lin. ft.	0.75	1,065.00
8-inch Portland Cement Concrete Pavement	27,000	sq. yds.	3.30	89,100.00
Contraction Joints	4,000	lin. ft.	0.10	400.00
Dowell Bars	4,000	only	0.50	2,000.00

Tie Bars and Bar Reinforcement	11,500 lbs.	$ 0.12	$ 1,380.00
Wire Fabric Reinforcement	27,000 sq. yds.	0.70	18,900.00
3/8" - 0 Material in Cushion Course	750 ton	1.50	1,125.00
			$276,292.80
Flagging (57½% of Contractor's Costs)	All Required		3,000.00
			$279,292.80

Signing and Illumination (Sta. 58+50 to Sta. 107+61.63)

Removal of Existing Sign Installation	All Required		$ 150.00
Butterfly Sign Structure	2 each	$3,000.00	6,000.00
Furnish 8-inch BP 36# Piling	93 lin. ft.	6.00	558.00
Drive Steel Piles	5 each	60.00	300.00
Metal Sign Posts	All Required (10%)		300.00
Wood Sign Posts	All Required (45%)		900.00
Type "A" Signs in Place	655 sq. ft.	8.10	5,305.50
Type "C" and "D" Signs in Place	353 sq. ft.	5.25	1,853.25
Type "E", "F" and "G" Signs in Place	43 sq. ft.	5.75	247.25
Type "J" Signs in Place	28 sq. ft.	7.50	210.00
Sign Covers	All Required (5%)		7.50
Traffic Signal Installation	All Required		10,500.00
Interchange Illumination	All Required (35%)		19,810.00
			$ 46,141.50
	Subtotal		$325,434.30
	10% Engr. & Cont.		32,542.70
	Total		$357,977.00

Type Code X231
Ferry St.-Coburg Road Interchange Structure (Br. #8700-B)(344')("B" Line Sta. 48+59 to "B" Line Sta. 52+03)(Contract No. 5593)

Structural Excavation	500 cu. yds.	$ 6.00	$ 3,000.00
Furnish Steel Piling	340 lin. ft.	4.50	1,530.00
Drive Steel Piles	8 only	50.00	400.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (783 cu. yds.)	All Required (28%)		47,320.00
Metal Reinforcement (182,000 lbs.)	All Required (29%)		21,750.00
Structural Steel (104,000 lbs.)	All Required		25,000.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	106 lin. ft.	3.50	371.00
Metal Parapet Rail	690 lin. ft.	4.00	2,760.00
Post Tensioning Girder Seats	All Required		1,800.00
	Subtotal		$105,531.00
	10% Engr. & Cont.		10,553.00
	Total		$116,084.00

Length of Roadway	0.930 Mile
Length of 1 Structure	0.000 Mile
Total Length.	0.930 Mile
Cost of Roadway Per Mile.	$384,921.50

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway		$357,977.00	$328,800.00	$ 29,177.00
Structure		116,084.00	106,000.00	10,084.00
	*	$474,061.00	$434,800.00	$ 39,261.00

* P. A. Status	Total Cost	Federal Funds
Roadway	$307,222.00	$282,000.00
Structures	116,084.00	106,000.00
	$423,306.00	$388,000.00

PS&E Status		
Signs & Illumination	$ 50,755.00	$ 46,800.00
Total	$474,061.00	$434,800.00

A

RECEIVED
MAR 11 1960
FOR FILING

I 5-4 (25)193

5496

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1960

To: Mr. Leonard I. Lindas
Chief Counsel
Office

SUBJECT: Robert Neale Accident
McKenzie R.-Willamette R.
Pacific Highway

I attach a file concerning an accident within the construction area of the McKenzie River-Willamette River Section of the Pacific Highway, which is currently under contract for grading to R. A. Heintz Construction Company.

Mr. Klaboe has dictated a rough draft of a letter to Mr. Neale, which I believe should not be sent since the letter more or less argues the case. It appears that the intersection was properly signed, although there is a question in my mind as to whether there should have been some lights. The investigation indicates there were none.

May I please have your opinion in the matter and would you please direct a reply to Mr. Neale.

Tom Edwards
Construction Engineer

TE:jw

Attach.

cc Forrest Cooper ✓

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1960

SUBJECT: Assignment No. 1084-E
Robert Neale Accident
McKenzie River-Willamette River
Section
Pacific Highway

To: Mr. Tom Edwards
Construction Engineer
Office

Enclosed find sketch maps and copies of correspondence from Mr. Neale, Resident Engineer, C. C. Gall, Assistant Division Engineer, J. F. Putnman, and Mr. H. O. Strombom, Assistant Highway Administrator of Lane County, concerning an accident by Mr. Neale near the Game Farm Road crossing on this section. Mr. Neale alleges that said accident, which caused personal injury to his mother and damage to his automobile, was entirely due to neglect on the part of the State Highway Department and the contractor, R. H. Heintz Construction Company. He further states that the accident was investigated by both the State Police and the Lane County Sheriffs Office and that the intersection was improperly signed.

Mr. Gall has made a thoroughly extensive investigation on the claim and states that the State Police and the Lane County Sheriffs Office have no records of the accident although a Deputy Sheriff remembered seeing the car being towed away. This Deputy Sheriff stated that, in his opinion, the car crossed the railroad too fast to make the right hand turn desired, and consequently ended up in the ditch as shown on the sketch. He could have continued on in a straight path rather than attempting to make the turn and come to a safe stop.

Mr. Neale stated that there were no signs except for a sign well beyond the turnn off, and that said sign was not visible because of the rise in the railroad roadbed.

The accident took place on November 22, 1959 at approximately 6:30 P.M. Mr. Gall has records to show that on November 16, 1959, the contractor installed "Slow", "Stop", "Construction Speed 35 M.P.H." and "Curve" signs. They were all installed to such an elevation to make them visible to a driver even on the east side of the railroad tracks.

It is therefore the opinion of all concerned that the accident was Mr. Neale's responsibility and that apparently he was traveling too fast without proper regard to the warning signs. I attach a rough draft of a letter to Mr. Neale.

F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.

[illegible]
[illegible]

Mr. Robert J. Neale
546 F Street
Springfield, Oregon

Dear Sir:

Your letter concerning an accident near the Game Farm Road crossing of the railroad tracks on the McKenzie River-Willamette River Section of the Pacific Highway has been referred to this office.

Apparently, this accident took place at approximately 6:30 P.M., November 22, 1959. Some time in the early part of December you addressed a letter to Mr. Str[illegible]om, Assistant Highway Administrator for Lane County, stating that the accident was a consequence of an improperly signed detour in connection with the freeway construction in the area. You alleged that the detour was unattended, unlighted and unmarked except for one sign well beyond the turn off from the paved surface to the gravel detour and further that said sign was not visible due to a rise in the railroad roadbed. You further stated that the accident was investigated by the Oregon State Police and the Lane County Sheriff's office.

Contrary to these statements, State Highway Department records prove that adequate "Slow", "Stop", "Construction Speed 35 M.P.H." and "Curve" symbols were installed on the detour on November 16, 1959. We have also checked with the State Police and found no record of the accident. The Lane County Sheriff's Office also has no record, but Assistant Deputy Farrell Veteto recalls seeing your car being towed out of the ditch. He stated that the car had merely crossed the railroad too fast and had noticed the right turn too late. Rather than continuing straight ahead, stopping, and backing up to make the right turn, your car attempted to swing to the right at an excessive speed and ended up in the ditch. Said

Deputy also stated that, in his opinion, there was no damage to your car and no point in making out an accident report. For your further information, no other accidents have been reported to the police at this location.

The information listed above leads us to the only conclusion possible, that neither the contractor nor the State Highway Department was at fault in the matter. If you wish to pursue the matter further, your attention is called to the fact that liability to private citizens within the limits of a contract is the sole responsibility of the contractor. Further communication in this regard should therefore be addressed to the R. H. Heintz Construction Company, 211 N. E. Columbia Boulevard, Portland 17.

Very truly yours,

FBK:fp

cc Tom Edwards
F. D. Morgan
R.H. Heintz Co.
A.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Mar. 8, 1960

SUBJECT: Accident on Game Farm Road
McKenzie River-Willamette River Sec.,
Robert J. Neale

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

Herewith copies of letters from C. C. Gall, Resident Engineer, H. O. Strombom, Lane County Assistant Highway Administrator, and Mr. Robert J. Neale, concerning a claim by Mr. Neale of an accident he had near the Game Farm Road overcrossing on the McKenzie River- Willamette River Section. We are also enclosing a sketch map showing the location of the accident and the signing at the scene and a small profile of the roadway in the area showing the elevation of the railroad overcrossing and the height of warning signs. According to Mr. Gall's report, the area was sufficiently signed so that the driver, had he been attentive to these signs, could have avoided the accident. He also calls attention to the fact that no report was made to the State Police or to the Lane County Sheriff's Office concerning said accident.

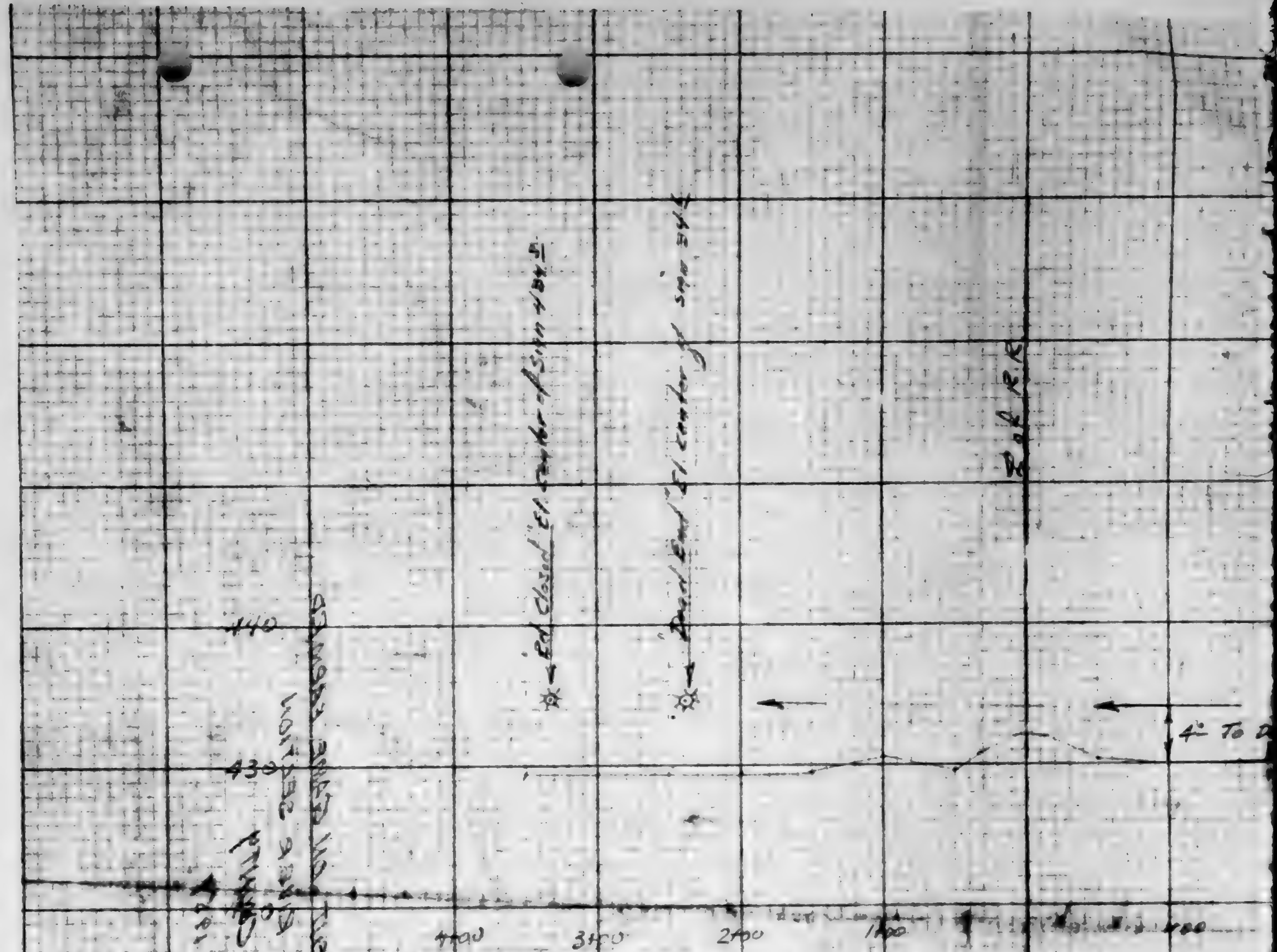
Lane County Deputy, Farrel Veteto, was interviewed concerning this matter and stated that he remembered driving out that way and seeing a car being towed out of the ditch. He also made the statement that the car had merely crossed the railroad too fast coming from the south and noticed the turn too late and rather than continuing on to a stop had tried to make the turn at too fast a speed and had landed in the ditch. I believe from the nature of these reports and the sketches that neither the Department nor the contractor are in any way responsible for this accident.

Although this office received Mr. Gall's report on December 23, 1959, we have been withholding action on same as we had thought that we would hear from Robert C. McCracken Insurance Agency of Eugene concerning some type of claim.

J. F. Putnam
Asst. Division Engineer

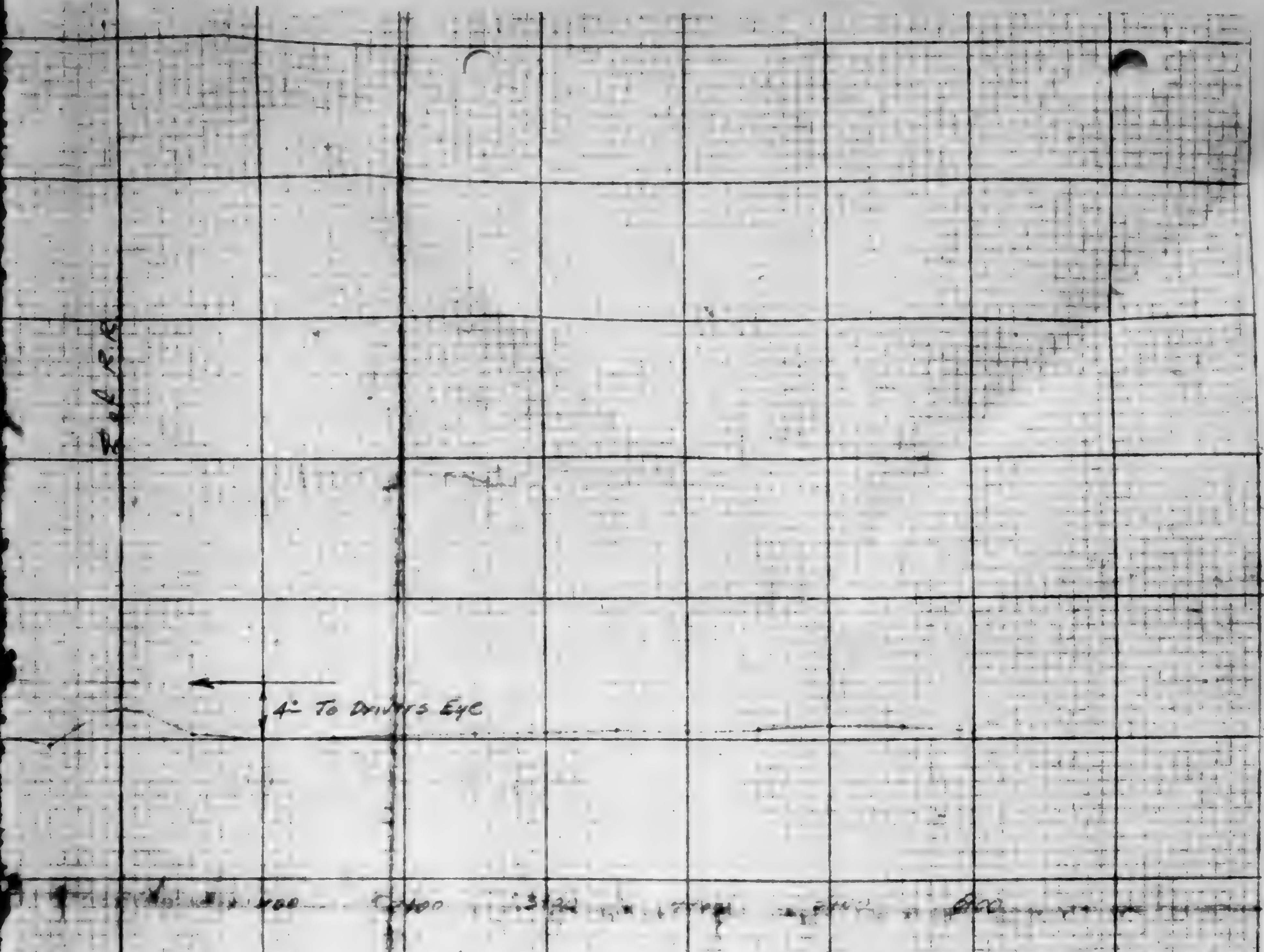
dls
encls.

CONSTRUCTION DIVISION
RECEIVED
MAR 9 1960
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE


"Rd. Closed" El. center of Sign 434±
"Dead End" El. center of sign 434±
℄ of R.R.
4° To D
440
430
4400
3400
2400
1400
400

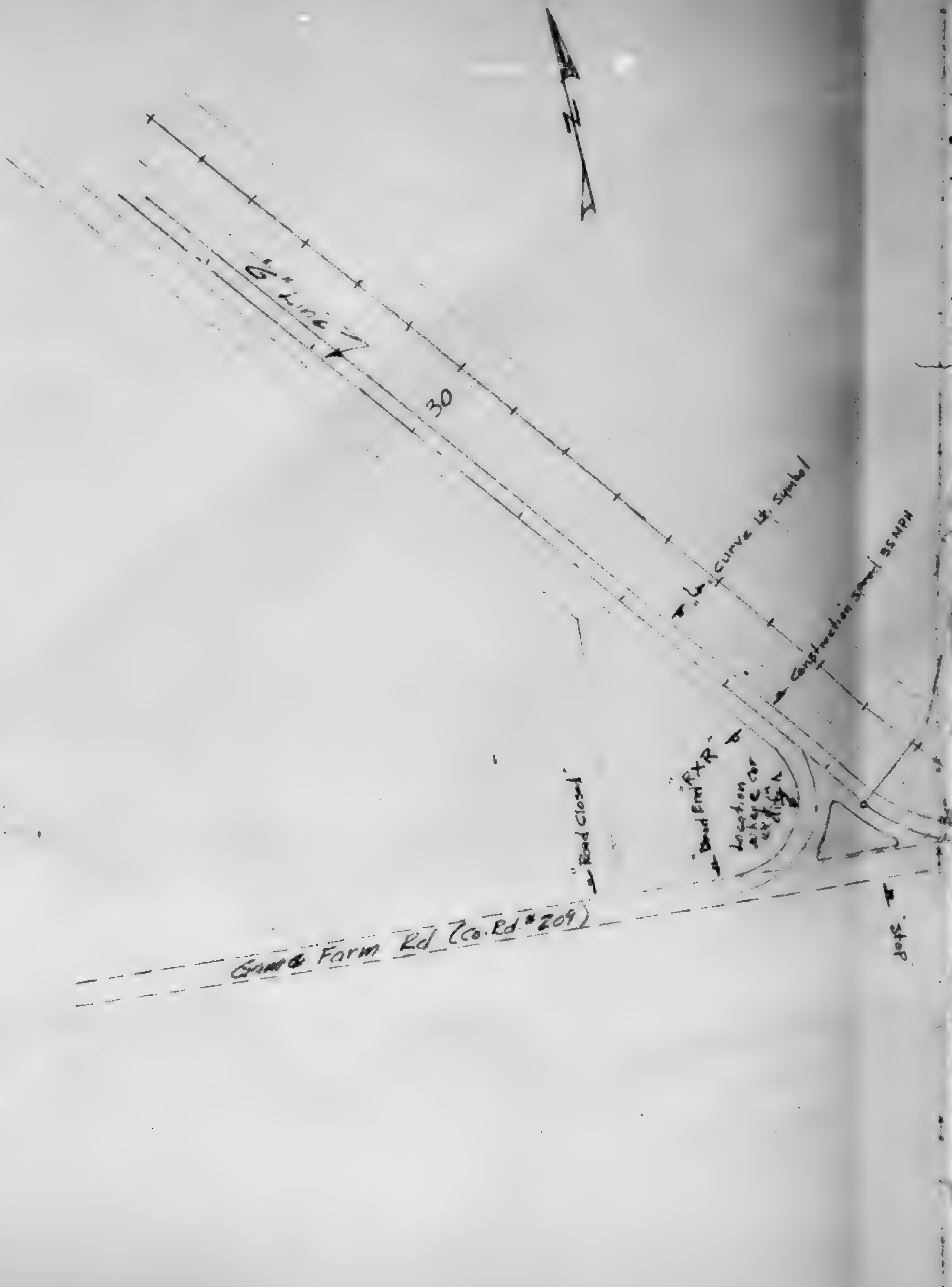
El. of Center of Signs

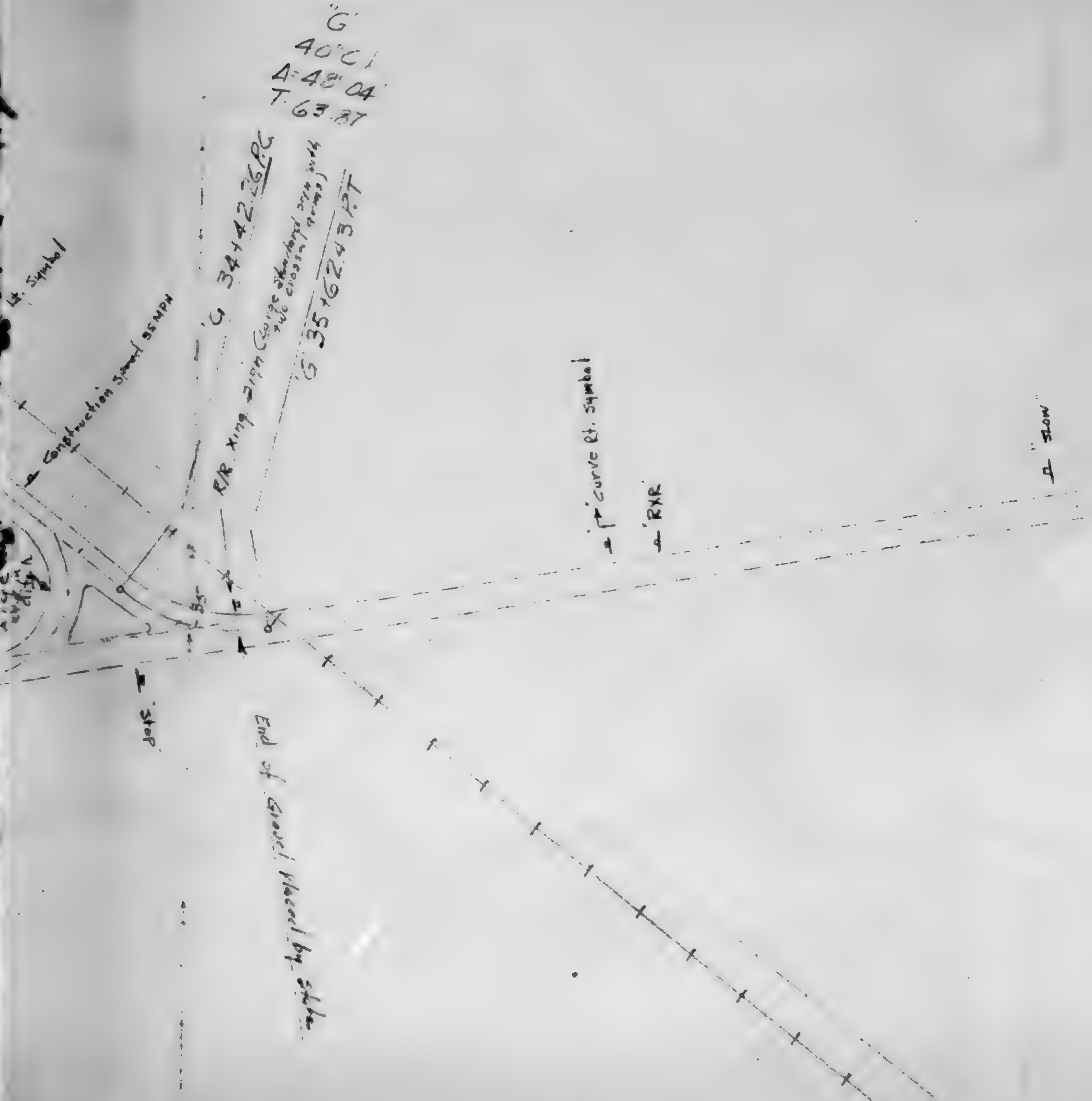
	Sign	Location	El. Center of Sig
5'	"Stop"	12 Lt. 1+17 west of R.R.	435±
(Large crossed arms)	R/R Xing	19' Rt. 0+77' west	441±
	Caut. Speed 35MPH	G. 33+40. 18' Lt	434±
	Curve Lt. Symbol	G 32+38. 18' Rt.	435±
	"Dead End"	2+37 west 17' Rt	434±
	"Road Closed"	3+32 west	434±
	"RXR"	G. 33+30 19' Rt	435±
	Curve Rt. Symbol	2+3? East 12' Lt	435±
	RXR	2+21 East 15' Lt	435±
	"Slow"	5+27 East 13' Lt	436±

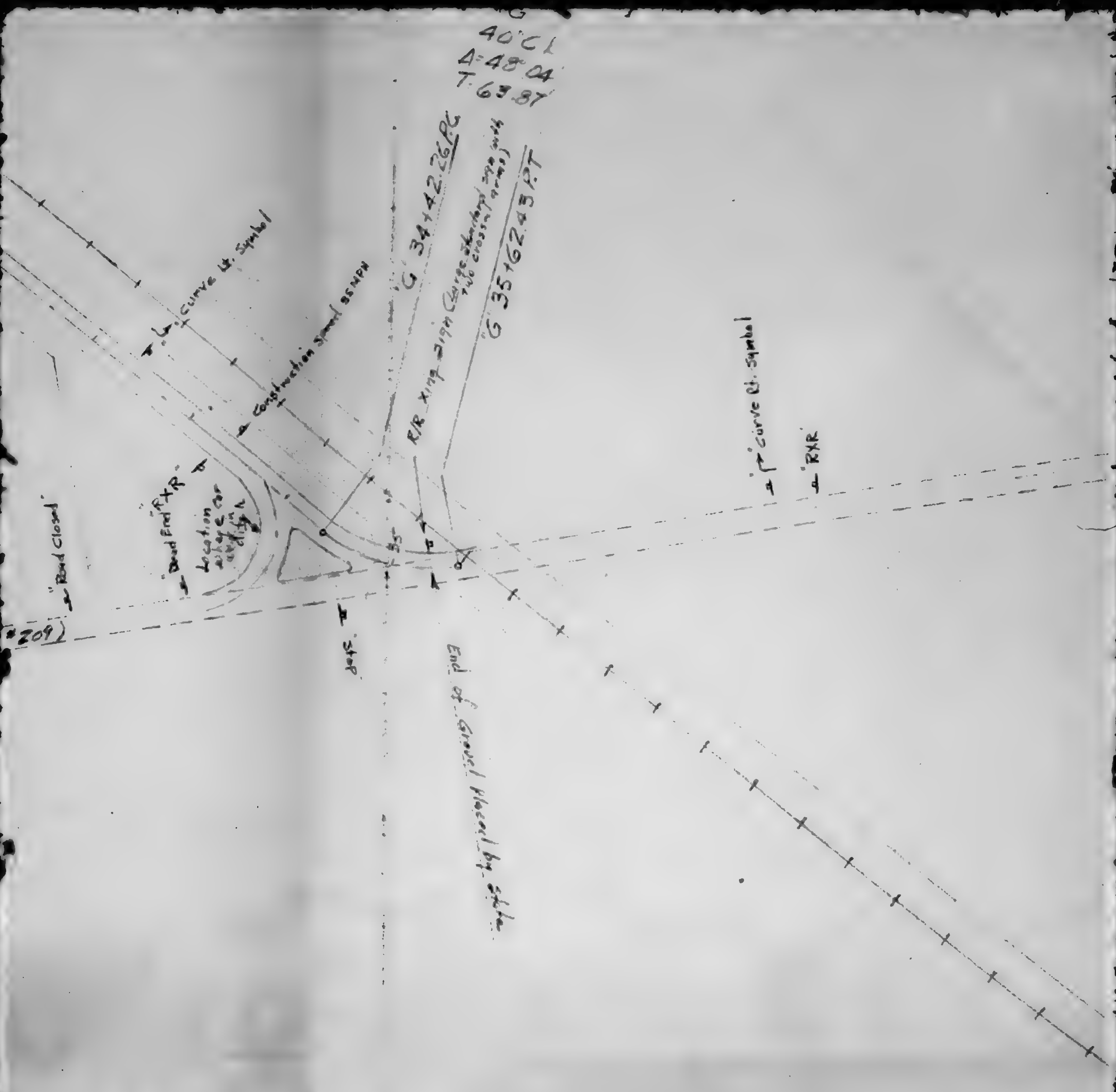

R.R.
4' To Drivers Eye
400

Signs

	El. Center of Sign
t of R.R.	435^{2}
7' West	441^{2}
0, 18' Lt	434^{0}
38. 18' Rt	435^{-}
west 13' Rt	434^{5}
west	434^{8}
59' Rt	435^{0}
ght 12' Lt	435^{5}
ast 15' Lt	435^{4}
ast 15' Rt	436^{2}

N
"B" Line
30
"Curve Lt. Symbol"
"Construction Speed 55 MPH"
"Road End FXR"
Location where car [illegible]
"Road Closed"
Stop
Game Farm Rd (Co. Rd. #209)


"G"
40°C l
Δ 48°04'
T 63.87
G 34+42.26 P.C
R/R Xing sign (Large standard sign with two crossed arms)
G 35+62.43 P.T
Lt. Symbol
Construction Speed 35 MPH
Stop
End of Gravel placed by state
Curve Rt. Symbol
"RXR"
"SLOW"


G
40°C L
Δ=48°04'
T. 63.87'
"G" 34+42.26 P.C.
R/R Xing 2194 (Large Standard sign with two crossing arms)
"G" 35+62.43 P.T.
Curve Lt. Symbol
Construction Speed 35 MPH
"RXR"
"Dead End"
Location where car ditch
"Road Closed"
#209
35
Stop
End of Gravel Placed by State
Curve Rt. Symbol
"RXR"

Scale 1" = 100'

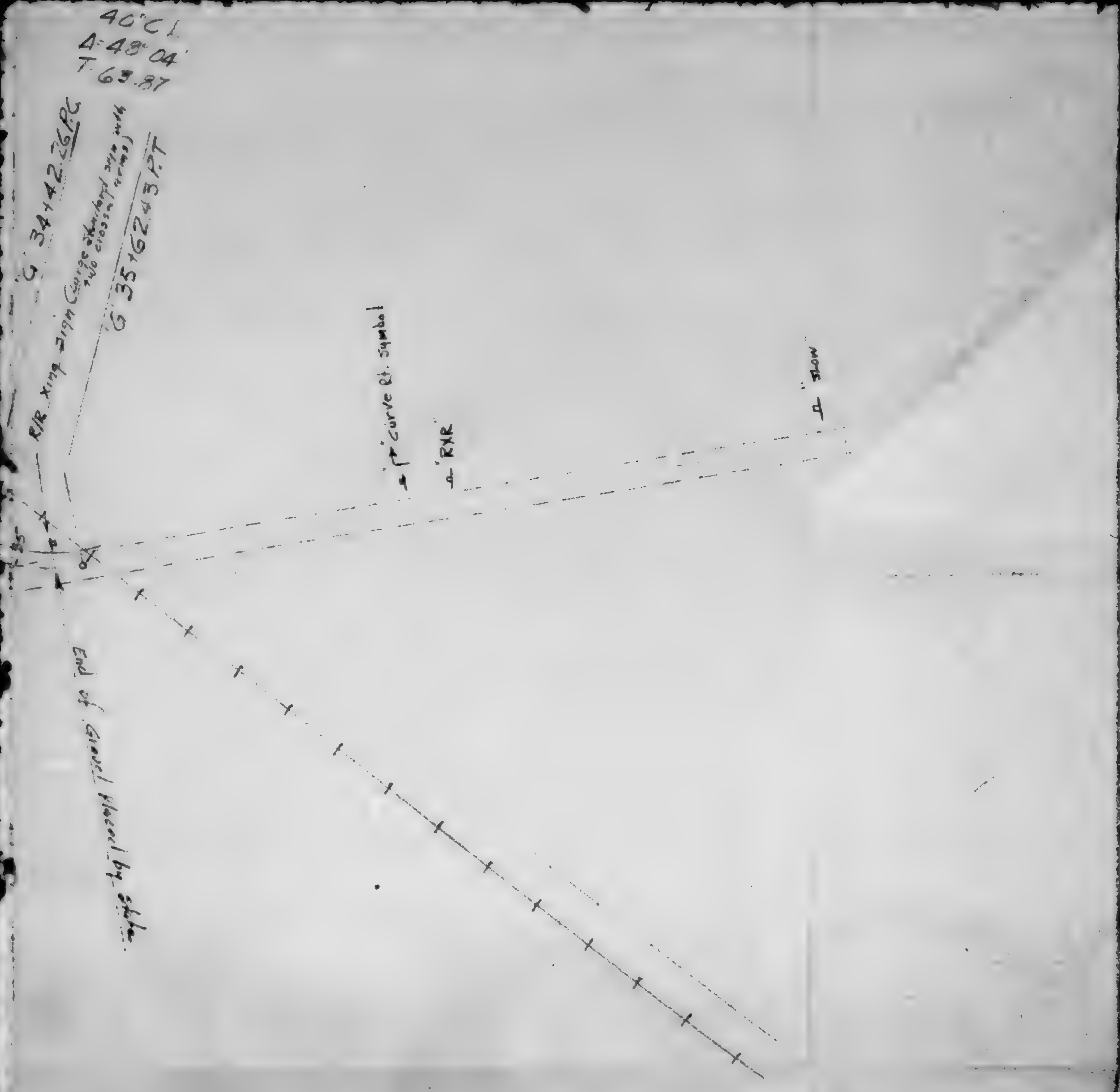
OREGON

SH

Game Farm

McKENZIE

PACIFIC H
C. C. Gall


40°C L.
Δ=48°04'
T=63.87
G 34+42.26 P.C.
R/R xing sign (Large standard sign with two crossing arms)
G 35+62.43 P.T.
Curve Rt. Symbol
RXR
SLOW
End of Gravel placed by State

OREGON STATE HIGHWAY DEPT.

Sketch Map of
Game Farm Rd. Accident Scene

McKENZIE RIVER-WILLAMETTE RIVER
SECTION

PACIFIC HWY. LANE COUNTY
C. C. Gall Res. Engr. Dec. 22, 1959

February 4, 1960

Director
State Highway Department
Salem, Oregon

Dear Sir,

Re: Accident Claim

Please find enclosed a copy of a letter which I have forwarded to the State Highway Department office in Roseburg.

Sincerely,
Robert J. Neale
Robert J. Neale
546 F Street
Springfield, Oregon

CONSTRUCTION DIVISION
RECEIVED
MAR 7 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CQE

RECEIVED
MAR 7 1960
OREGON
STATE HIGHWAY COMMISSION

Copy

February 4, 1960

Director
District Office
State Highway Office
Box 51
Roseburg, Oregon

Dear Sir,

Re: Accident Claim

In December 1959 I wrote to Mr. H.O. Strombom, Assistant Highway Administrator for Lane County, concerning an automobile accident which occured north of Eugene on Game Farm Road. In his letter of December 17, 1959 Mr. Strombom answered that since the matter involved a State Highway Department project he had referred the letter to the State Highway Department. When I received no answer from the State Highway Department, I discussed the matter with Mr. Strombom. At that time he indicated that the letter had been referred to Mr. C.C. Gall, Resident Engineer, Eugene. Mr. Gall informed me that the matter had been referred to the Roseburg office.

It may well be that the letter was never received by the Roseburg office. If this be the case, I will forward a copy.

Since my mother has had to undergo medical treatment and I have incured other expense, I am interested in having the matter called to the attention of the State Highway Department.

Thanking you in advance for your attention to this matter I remain

Respectfully yours,

Robert J. Neale
546 F Street
Springfield, Oregon

cc: State Highway Department
Salem, Oregon

FORM 230—50M—2 57—1470

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon.

Dec. 23, 1959

SUBJECT: Accident on Game Farm Road
McKenzie River - Willamette River Sect.

To: F. D. Morgan
Division Engineer

I received the following letter concerning an accident on the subject project from H.O. Stromben, Asst. Highway Administrator for Lane County on Dec. 21, 1959.

I checked the ground where this accident occured on Dec. 22nd and found the warning signs shown on the enclosed sketch, I also made a profile of the ground where the accident occured. I checked the ground in the center of the triangular island against the height of the gravel on the road on the northwest and northeast sides of the triangular island and found a difference in elevation of 1.2ft.,and on the south side the difference in elevation is 0.3ft. I have shown on the profile that it would have been possible to see the "Road Closed", and "Dead End" signs from the east side of the R.R. tracks. According to my Resident Engineers diary I instructed the contractor to put warning signs up on this section on Nov. 13, 1959, and according to my force account records the contractor installed the "Slow", "Stop", "Construction Speed 35MPH", and "Curve Symbols" on Nov. 16, 1959.

In checking with the State Police, I found that they have no record of this accident, and in checking with the Lane County Sheriffs office I found they had no record of this accident although deputy Farrel Vetste remembered driving out that way and seeing a car that had been towed out of the ditch, the occupants of this car were getting in to their car and leaving when he drove up. He said that the car had merely crossed the railroad too fast, coming from the south and had noticed the right turn to late, so rather than stopping and backing up and turning right, it had attempted to swing around to the right and had ended up in the ditch at the location shown in the sketch. The deputy stated that there was no damage to the car so there was no point in making out an accident report.

There has been no other accidents reported to the police at this location.

I have not acknowledged Mr. Neales letter, as I thought it better to let the legal dept. do this.

Resident Engineer

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
[illegible] ROOSEVELT BLVD. — P. O. BOX [illegible]
EUGENE, OREGON

H. O. WALBERG
[illegible]

H. O. STROMBOM
ASSISTANT

December 17, 1959

Mr. C. C. Gall
Resident Engineer
State Highway Department
1920 Franklin Blvd.
Eugene, Oregon

Dear Mr. Gall:

We are forwarding, herewith, a copy of a letter from Roberg J. Neale, 7724 SE 29th Avenue, Portland, Oregon, in which he states he suffered damage to his car on the evening of November 22, 1959 at or near the intersection of State Game Road and your detour road along the new freeway which is under construction.

It is our belief that this is possibly a matter that the State Highway Department or its contractor may desire to investigate.

Very truly yours,

H. O. Walberg
Highway Administrator

H. O. Strombom
Assistant Highway Administrator

HOW/HOS:pir

cc: Robt. C. McCracken
Insurance Agency
83 West Broadway

7724 Se 29th Avenue
Portland 2, Oregon
December 13, 1959

Lane County Engineer
Lane County Road Department
Eugene, Oregon

Dear Sir:

On our return to our home in Portland after a family re-union of the pioneer Spores family at the Mohawk-McKenzie Grange Sunday evening, November 22, 1959 at approximately 6:30 P.M. my mother, nephew, a minor six years of age, and myself were injured as a result of carelessness on the part of Lane County and/or the contracting firm which left the gravel detour off Game Farm Road to Coburg, Oregon unattended, unlighted and unmarked, except for a sign which is well beyond the turn off from the paved surface to the loose gravel detour and which is not visible because of the rise in the railroad road bed which blocks the line of vision. I have since learned that proper warning signs have been installed this side of the turnoff subsequent to the date of this accident. At this intersection an open pit or depression approximately 20 by 30 feet in size and about 2 to 2½ feet deep was left unmarked, unattended and unlighted. I have been informed that this situation still exists at the intersection.

On the evening of the accident I turned my car to avoid the deep depression as soon as I saw it, but the soft edge of the turn off or detour road gave way and the car went into the ditch. The fact that the driver of the wrecking truck which was called to the accident drove the front end of his truck into the depression before he saw it indicates the potential danger of this depression at this particular intersection where the abrupt rise of the railroad road bed restricts a view of the intersection and turn off to the gravel detour which is just beyond the railroad tracks. The wrecking truck driver had to reverse his truck and drive around the depression in order to avoid it. An insurance company representative who was at the scene of the accident can verify this. Also, both the Oregon State Police and the Lane County Police were called to the scene.

It is my feeling that our injuries are not serious, although Mrs. Neale is still suffering from headaches. I do feel that the towing expense and damage to my car should be taken care of.

Thanking you in advance for your attention to this matter, I remain

Respectfully yours,

Robert J. Neale

If this letter should be directed to another office, would you be so kind as to forward it on? Thank you.

A

RECEIVED
[illegible] 1960
FOR FILING

I-5-4(25)193

5494

February 15, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 10, Account No. [illegible], covering seeding and mulching on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5494, in connection with Federal Aid Project Nos. I-5-4(25)193, I-105-1(102)195 and S-149(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of actual costs under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $5,100.00, with Federal participation of $4,440.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
JAN 22 1959
FOR FILING

I 5 4 - 5 193

5496

January 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work no. 8 covering the reshaping of the slopes at bridge ends on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-5-4(25)193, I-105-4(102)195.

This work is necessary to conform to the final plans and requirements of the structures. Slopes at the bridge ends were constructed on 1½:1 slopes. Requirements now are for 2:1 slopes. Additional material will be placed at the toe of the slopes, tapering to nothing at the top.

The grading contractor is now practically ready to close down for the winter and in order to have the slopes ready for bridge construction the work has been started. Bids for the structures will be opened January 21.

The work has been verbally approved by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

Encl.

A

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

5496

December 28, 1959

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to R. A. Heintz Construction Co., a portion of the funds heretofore retained by the Commission on contract #5496 for grading the McKenzie River-Willamette River Section of Pacific Highway in Lane County.

This payment, in the amount of $43,231.71, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $49,383.77. The present payment will be released on or after January 7, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Contract 5496 12-16-59

Highway transaction number RECEIVED 1959 12-60	Fo PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERC BUREAU OF PUBLIC ROADS	tate **Oregon**
Project report number FOR FILING 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project number **I-5-4(25)193**

I-5-4(25)193
5496

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 13**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ 1,945,739
Revised Federal funds	$ 1,796,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **December**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX ~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the McKenzie River-Willamette River Section, Project No. I-5-4(25)193.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

December 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate as a basis for modification of project agreement for the McKenzie River-Willamette River Section, Project No. I-5-4(25)193.

The estimate has been revised to include costs of utility work by the Pacific Power and Light Company. There is no work retained in program status.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RNC:sm

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate, revised to include cost of work by Pacific Power & Light Co., as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, December 2, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61) (Contract 5496)

Clearing and Grubbing	All Required (75%)			$ 90,000.00
Drainage Excavation	2,350	cu.yds.	$ 2.50	5,875.00
Revetment Toe Excavation	1,800	cu.yds.	1.00	1,800.00
Embankment in Place	2,083,600	cu.yds.	0.575	1,198,070.00
Finishing Roadbed and slopes	All Required (76%)			11,400.00
Loose Riprap	6,670	cu.yds.	3.00	20,010.00
Stone Revetment	4,700	cu.yds.	2.75	12,925.00
15 Inch Corrugated Metal Pipe	1,100	Lin.ft.	4.40	4,840.00
18 Inch Corrugated Metal Pipe	30	Lin.ft.	5.10	153.00
24 Inch Corrugated Metal Pipe	50	Lin.ft.	7.70	385.00
30 Inch Corrugated Metal Pipe	60	Lin.ft.	9.90	594.00
36 Inch Corrugated Metal Pipe	70	Lin.ft.	15.00	1,050.00
42 Inch Corrugated Metal Pipe	240	Lin.ft.	17.80	4,272.00
12 Inch Concrete Pipe	450	Lin.ft.	2.10	945.00
15 Inch Concrete Pipe	1,120	Lin.ft.	3.20	3,584.00
18 Inch Concrete Pipe	910	Lin.ft.	3.70	3,367.00
24 Inch Concrete Pipe	2,050	Lin.ft.	5.40	11,070.00
30 Inch Concrete Pipe	1,770	Lin.ft.	7.00	12,390.00
36 Inch Concrete Pipe	380	Lin.ft.	9.00	3,420.00
42 Inch Concrete Pipe	650	Lin.ft.	12.00	7,800.00
8 Inch Metal Drain Pipe	20	Lin.ft.	3.00	60.00
6 Inch Perforated Metal Drain Pipe	105	Lin.ft.	2.50	262.50
Special Backfill in Drains	55	cu.yds.	6.00	330.00
12 Inch Culvert End Sections	1	only	45.00	45.00
15 Inch Culvert End Sections	41	only	45.00	1,845.00
18 Inch Culvert End Sections	7	only	52.00	364.00
24 Inch Culvert End Sections	4	only	70.00	280.00
30 Inch Culvert End Sections	8	only	110.00	880.00
42 Inch Culvert End Sections	6	only	220.00	1,320.00
18 Inch Elliptical Inlets	1	only	78.00	78.00
24 Inch Elliptical Inlets	1	only	90.00	90.00
30 Inch Elliptical Inlets	2	only	100.00	200.00
36 Inch Elliptical Inlets	2	only	130.00	260.00
Class "A" Concrete in Box Culverts	350	cu.yds.	50.00	17,500.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00

Class "A" Concrete in Drop Structures	290	cu.yds.	$ 55.00	$ 15,950.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "G"	7	only	100.00	700.00
Concrete Inlets, Type "G-2"	1	only	110.00	110.00
Type 2 Fence	3,600	rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100	cu.yds.	2.50	22,750.00
3/4"-0 Material in Base	1,600	cu.yds.	2.70	4,320.00
Sprinkling	2,320	M-gal.	2.00	4,640.00
				$1,498,528.50

MULTIPLATE ARCHES AND PIPE CROSSINGS (CONTRACT NO. 55[illegible]1)

Shoring, Cribbing, etc.	All Required			$ 500.00
Structural Excavation	1,350	cu.yds.	$ 2.50	3,375.00
General Excavation	6,500	cu.yds.	0.40	2,600.00
Structural Excavation, Below Elevation Shown	1,600	cu.yds.	2.50	4,000.00
Special Backfill	10,700	cu.yds.	1.00	10,700.00
Class "A" Concrete	All Required			28,000.00
Metal Reinforcement	All Required			3,200.00
Multiplate Arch, 7 Gage	210	lin.ft.	46.00	9,660.00
Multiplate Arch, 10 Gage	668	lin.ft.	40.00	26,720.00
Multiplate Arch, 12 Gage	404	lin.ft.	36.00	14,544.00
				$103,299.00

Moving spoil and constructing ramps	All Required		3,200.00
Seeding and Mulching	All Required		6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water & Electric Board	All Required		44,400.00
Work by Pacific Power and Light Co.	All Required		2,100.00
Work by Pacific Telephone & Telegraph	All Required		1,300.00
		Subtotal	$1,661,977.50
		10%Engr. & Cont.	166,197.50
		Total	$1,828,175.00

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2) (Contract No. 5496)

Drainage Excavation Unclassified	600	cu.yds.	$ 2.50	$1,650.00

Class "A" Concrete in Box Culverts	1,500	cu.yds.	$50.00	$75,000.00
Metal Reinforcement in Box Culverts	215,900	lbs.	0.14	30,226.00
		Subtotal		$106,876.00
		10% Engr. & Cont.		10,687.60
		Total		$117,563.60

Length of Roadway	4.183 Miles
Length of 1 Structure	0.005 Mile (Exceptions)
Length of 16 Structures	0.246 Mile
Total Length	4.434 Miles
Cost of Roadway Per Mile	$437,048.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,828,175.00	$1,688,000.00	$140,175.00
Structure	117,563.60	108,000.00	9,563.60
	$1,945,738.60	$1,796,000.00	$149,738.60

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap 529, laws 1939.

This satisfies the program item. Nothing is retained in program status.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION

PROJECT NO. I-5-4(25)193

ESTIMATED COSTS OF WORK TO BE DONE

BY THE EUGENE WATER AND ELECTRIC BOARD

CHAPMAN LINE

Materials	$ 121.23	
Labor	113.00	
Salvage Credit	7.40	Cr.
	$ 226.83	

[illegible] IRRIGATION LINE

Materials	$1,551.56	
Labor	450.00	
Right of Way	50.00	
Salvage Credit	768.48	Cr.
	$1,283.08	

PRUITT LINE

Labor	$ 125.00

PROTECTION OF 30" Water Main Near Sta. 533+80

Materials	$2,576.00
Equipment	2,830.00
Labor	3,450.00
	$8,856.00

"[illegible]" STREET INTERCHANGE (115 KV LINE)

Estimated cost of steel towers and lines required by roadway construction.

Materials	$40,335.00
Labor	18,768.00
Equipment	2,939.00
	$62,042.00

Estimated cost of wood poles and lines which were under construction.

Materials	$18,292.00	
Labor	7,253.00	
Equipment	2,511.00	
	$28,056.00	
Difference to be paid by State - - - - - - - - - - - -		$33,986.00
Total Cost	$44,476.91	
Use	$44,400.00	

Estimated costs of work by Pacific Telephone and Telegraph Co.

Contract	$ 400.00
Labor	200.00
R.O.W.	10.00
Materials	649.00
Equipment	48.00
Miscellaneous	50.00
Salvage Credit	35.00 Cr.
	$ 1,322.00
Use	1,300.00

Estimated cost of work by Pacific Power and Light Company

Labor	$ 892.99
Materials	1,176.46
Equipment	216.75
Salvage Credit	147.72 Cr.
	$ 2,138.48
Use	$ 2,100.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 13, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)

Clearing and Grubbing	All	Required (75%)		$18,750.00
Drainage Excavation	2,350	cu. yds.	$3.00	7,050.00
Revetment Toe Excavation	1,800	cu. yds.	.40	720.00
Embankment in Place	2,083,600	cu. yds.	.52	1,083,472.00
Finishing Roadbed & Slopes	All	Required (76%)		6,080.00
Loose Riprap	6,670	cu. yds.	4.00	26,680.00
Stone Revetment	4,700	cu. yds.	4.00	18,800.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.25	4,675.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.00	150.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.50	375.00
30-inch Corrugated Metal Pipe	60	lin. ft.	10.00	600.00
36-inch Corrugated Metal Pipe	70	lin. ft.	14.50	1,015.00
42-inch Corrugated Metal Pipe	240	lin. ft.	19.00	4,560.00
12-inch Concrete Pipe	450	lin. ft.	2.50	1,125.00
15-inch Concrete Pipe	1,120	lin. ft.	3.50	3,920.00
18-inch Concrete Pipe	910	lin. ft.	4.50	4,095.00
24-inch Concrete Pipe	2,050	lin. ft.	6.00	12,300.00
30-inch Concrete Pipe	1,770	lin. ft.	8.50	15,045.00
36-inch Concrete Pipe	380	lin. ft.	10.00	3,800.00
42-inch Concrete Pipe	650	lin. ft.	12.50	8,125.00
8-inch Metal Drain Pipe	20	lin. ft.	2.50	50.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.00	210.00
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	25.00	25.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	50.00	350.00
24-inch Culvert End Sections	4	only	75.00	300.00
30-inch Culvert End Sections	8	only	100.00	800.00
42-inch Culvert End Sections	6	only	225.00	1,350.00
18-inch Elliptical Inlets	1	only	45.00	45.00
24-inch Elliptical Inlets	1	only	60.00	60.00
30-inch Elliptical Inlets	2	only	85.00	170.00
36-inch Elliptical Inlets	2	only	100.00	200.00
Class "A" Concrete in Box Culverts	350	cu. yds.	55.00	19,250.00
Metal Reinforcement in Box Culverts	51,400	lbs.	.14	7,196.00
Class "E" Concrete in Drop Structures	490	cu. yds.	58.00	28,420.00
Metal Reinforcement in Drop Structures	35,700	lbs.	.14	4,998.00

Concrete Manholes	2	only	$300.00	$ 600.00
Concrete Inlets, Type "G"	7	only	85.00	595.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00
Type 2 Fence	3,600	rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100	cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600	cu. yds.	2.75	4,400.00
Sprinkling	2,320	M-gals.	3.00	6,960.00
				$1,342,131.00
Seeding and Mulching	All	Required		6,150.00
Signing (Temporary)	All	Required		1,500.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Work by Eugene Water & Electric Board	All	Required		25,000.00
Work by Pacific Power & Light Co.	All	Required		3,000.00
Work by Pacific Telephone & Telegraph Co.	All	Required		500.00
		Subtotal		$1,379,781.00
		10% Engr. & Cont		137,978.10
		Total		$1,517,759.10

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)

Drainage Excavation, Unclassified	660	cu. yds.	$3.00	$ 1,980.00
Class "A" Concrete in Box Culverts	1,500	cu. yds.	55.00	82,500.00
Metal Reinforcement in Box Culverts	215,900	lbs.	.14	30,226.00
		Subtotal		$114,706.00
		10% Engr. & Cont.		11,470.60
		Total		$126,176.60

Length of Roadway	4.183 Miles
Length of 1 Structure	0.005 Mile
Length of 16 Structures	0.246 Mile (Exceptions)
Total Length	4.434 Miles
Cost of Roadway Per Mile	$362,839.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Cost	State Funds
Roadway	$1,517,759.10	$1,401,000.00	$116,759.10
Structure	126,176.60	116,000.00	10,176.60
	$1,643,935.70	$1,517,000.00	$126,935.70

Federal Aid
Oregon State Highway Department Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 28, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)

Clearing and Grubbing	All	Required	(75%)	$ 18,750.00
Drainage Excavation	2,350	cu. yds.	$3.00	7,050.00
Revetment Toe Excavation	1,800	cu. yds.	0.40	720.00
Embankment in Place	2,083,600	cu. yds.	0.52	1,083,472.00
Finishing Roadbed and Slopes	All	Required	(76%)	6,080.00
Loose Riprap	6,670	cu. yds.	4.00	26,680.00
Stone Revetment	4,700	cu. yds.	4.00	18,800.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.25	4,675.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.00	150.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.50	375.00
30-inch Corrugated Metal Pipe	60	lin. ft.	10.00	600.00
36-inch Corrugated Metal Pipe	70	lin. ft.	14.50	1,015.00
42-inch Corrugated Metal Pipe	240	lin. ft.	19.00	4,560.00
12-inch Concrete Pipe	450	lin. ft.	2.50	1,125.00
15-inch Concrete Pipe	1,120	lin. ft.	3.50	3,920.00
18-inch Concrete Pipe	910	lin. ft.	4.50	4,095.00
24-inch Concrete Pipe	2,050	lin. ft.	6.00	12,300.00
30-inch Concrete Pipe	1,770	lin. ft.	8.50	15,045.00
36-inch Concrete Pipe	380	lin. ft.	10.00	3,800.00
42-inch Concrete Pipe	650	lin. ft.	12.50	8,125.00
8-inch Metal Drain Pipe	20	lin. ft.	2.50	50.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.00	210.00
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	25.00	25.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	50.00	350.00
24-inch Culvert End Sections	4	only	75.00	300.00
30-inch Culvert End Sections	8	only	100.00	800.00
42-inch Culvert End Sections	6	only	225.00	1,350.00
18-inch Elliptical Inlets	1	only	45.00	45.00
24-inch Elliptical Inlets	1	only	60.00	60.00
30-inch Elliptical Inlets	2	only	85.00	170.00
36-inch Elliptical Inlets	2	only	100.00	200.00
Class "A" Concrete in Box Culverts	350	cu. yds.	55.00	19,250.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00
Class "A" Concrete in Drop Structures	490	cu. yds.	58.00	28,420.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "G"	7	only	85.00	595.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00
Type 2 Fence	3,600	rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100	cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600	cu. yds.	2.75	4,400.00
Sprinkling	2,320	M-gal.	3.00	6,960.00
				$1,342,131.00

Seeding and Mulching	All Required	$	$ 6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water and Electric Board	All Required		25,000.00
Work by Pacific Power and Light Co.	All Required		3,000.00
Work by Pacific Tel. & Tel. Co.	All Required		500.00
Work by Oakway Water District	All Required		800.00
	Subtotal		$1,380,581.00
	10% Engr. & Cont.		138,058.10
	Total		$1,518,639.10

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)

Drainage Excavation, Unclassified	660 cu. yds.	$3.00	$ 1,980.00
Class "A" Concrete in Box Culverts	1,500 cu. yds.	55.00	82,500.00
Metal Reinforcement in Box Culverts	215,900 lbs.	0.14	30,226.00
	Subtotal		$ 114,706.00
	10% Engr. & Cont.		11,470.60
	Total		$ 126,176.60

Length of Roadway - - - - - - - - 4.183 Miles
Length of 1 Structure - - - - - - 0.005 Mile
Length of 16 Structures - - - - - 0.246 Mile (Exceptions)
Total Length- - - - - - - - - - - 4.434 Miles
Cost of Roadway Per Mile- - - - - $363,050.22

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,518,639.10	$1,401,000.00	$117,639.10
Structure	126,176.60	116,000.00	10,176.60
	$1,644,815.70	$1,517,000.00	$127,815.70

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)

Clearing and Grubbing	All	Required (75%)		$ 18,750.00
Drainage Excavation	2,350	cu. yds.	$3.00	7,050.00
Revetment Toe Excavation	1,800	cu. yds.	0.40	720.00
Embankment in Place	2,083,600	cu. yds.	0.80	1,666,880.00
Finishing Roadbed and Slopes	All	Required (76%)		6,080.00
Loose Riprap	6,670	cu. yds.	4.00	26,680.00
Stone Revetment	4,700	cu. yds.	4.00	18,800.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.25	4,675.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.00	150.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.50	375.00
30-inch Corrugated Metal Pipe	60	lin. ft.	10.00	600.00
36-inch Corrugated Metal Pipe	70	lin. ft.	14.50	1,015.00
42-inch Corrugated Metal Pipe	240	lin. ft.	19.00	4,560.00
12-inch Concrete Pipe	450	lin. ft.	2.50	1,125.00
15-inch Concrete Pipe	1,120	lin. ft.	3.50	3,920.00
18-inch Concrete Pipe	910	lin. ft.	4.50	4,095.00
24-inch Concrete Pipe	2,050	lin. ft.	6.00	12,300.00
30-inch Concrete Pipe	1,770	lin. ft.	8.50	15,045.00
36-inch Concrete Pipe	380	lin. ft.	10.00	3,800.00
42-inch Concrete Pipe	650	lin. ft.	12.50	8,125.00
8-inch Metal Drain Pipe	20	lin. ft.	2.50	50.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.00	210.00
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	25.00	25.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	50.00	350.00
24-inch Culvert End Sections	4	only	75.00	300.00
30-inch Culvert End Sections	8	only	100.00	800.00
42-inch Culvert End Sections	6	only	225.00	1,350.00
18-inch Elliptical Inlets	1	only	45.00	45.00
24-inch Elliptical Inlets	1	only	60.00	60.00
30-inch Elliptical Inlets	2	only	85.00	170.00
36-inch Elliptical Inlets	2	only	100.00	200.00
Class "A" Concrete in Box Culverts	350	cu. yds.	55.00	19,250.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00
Class "A" Concrete in Drop Structures	290	cu. yds.	58.00	16,820.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "G"	7	only	85.00	595.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00

Type 2 Fence	3,600 rods	$5.50	$ 19,800.00
Coarse Crushed Material in Base	9,100 cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600 cu. yds.	2.75	4,400.00
Sprinkling	2,320 M-gal.	3.00	6,960.00
			$1,913,939.00
Seeding and Mulching	All Required		6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water & Electric Board	All Required		25,000.00
Work by Pacific Power & Light Co.	All Required		3,000.00
Work by Pacific Tel. & Tel. Co.	All Required		500.00
Work by Oakway Water District	All Required		800.00
	Subtotal		$1,952,389.00
	10% Engr. & Cont.		195,238.90
	Total		$2,147,627.90

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)

Drainage Excavation, Unclassified	660 cu. yds.	$3.00	$ 1,980.00
Class "A" Concrete in Box Culverts	1,500 cu. yds.	55.00	82,500.00
Metal Reinforcement in Box Culverts	215,900 lbs.	0.14	30,226.00
	Subtotal		$ 114,706.00
	10% Engr. & Cont.		11,470.60
	Total		$ 126,176.60

Length of Roadway - - - - - - 4.183 Miles
Length of 1 Structure - - - - 0.005 Mile
Length of 16 Structures - - - 0.246 Mile (Exceptions)
Total Length- - - - - - - - - 4.434 Miles
Cost of Roadway Per Mile- - - $519,001.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,147,627.90	$1,983,000.00	$164,627.90
Structure	126,176.60	116,000.00	10,176.60
	$2,273,804.50	$2,099,000.00	$174,804.50

Multiplate Arches and Pipe
Crossings (Q St. Interchange)
McKenzie River -Willamette River Section
Pacific Highway
Lane County

Bid Allow Bid Sheet
NET

Use Stationing of Interchange, Dwgs. No. 15007, 15008, 15009

Item No.	Item and Quantity	Unit Price	Amount
1.	Shoring, Cribbing, etc. All Required For .... Lump Sum	Lump Sum $xxxxxxxxxxx	5,000.00 $
2.	Structural Excavation 1,350 Cu. Yds. For .... Per Cu. Yd.	122 $ 0.75	1,228 $ 1,012.50
3.	General Excavation 6,500 Cu. Yds. For .... Per Cu. Yd.	560 $ 0.50	5,940 $ 3,250.00
4.	Structural Excavation Below Elevations Shown 1,600 Cu. Yds. For .... Per Cu. Yd.	165 $ 1.25	1,435 $ 2,000.00
5.	Special Backfill 10,700 Cu. Yds. For .... Per Cu. Yd.	940 $ 3.00	9,760 $ 32,100.00
6.	Class "A" Concrete All Required 741 @ 50.00 For .... Lump Sum	Lump Sum $xxxxxxxxxxx	$ 37,050.00
7.	Metal Reinforcement All Required 25,180 @ 0.14 For .... Lump Sum	Lump Sum $xxxxxxxxxxx	$ 3,525.00
8.	Multiplate Arch, 7-Gage 210 Lin. Ft. For .... Per Lin. Ft.	— $ 48.00	210 $ 10,080.00
9.	Multiplate Arch, 10-Gage 668 Lin. Ft. For .... Per Lin. Ft.	— $ 41.00	668 $ 27,388.00

Total Amount of Bid $____________

Bid Sheet

Bid Allow Net

Item No.	Item and Quantity	Unit Price	Amount
1.	Multiplate Arch, 12-Gage 404 Lin. Ft. For .... Per Lin. Ft.	— $ 37.00	404 $ 14,948.00
2.	For Comp. Bids Moving Spoil & Constructing Ramps / P.A. or Fa. Acct w Grading For .... Contractor 8000 yd3 @ 0.40	$	$
3.	12½% Eng. & Contingencies For	$	$
4.	For	$	$
5.	For	$	$
6.	For	$	$
7.	For	$	$
8.	For	$	$
9.	For	$	$

136,353.50
3,200.00
139,553.50
17,444.19
156,997.69

Total Amount of Bid $

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 5, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)

Clearing and Grubbing	All Required (75%)			$ 18,750.00
Drainage Excavation	2,350	cu. yds.	$3.00	7,050.00
Revetment Toe Excavation	1,800	cu. yds.	0.40	720.00
Embankment in Place	2,083,600	cu. yds.	0.80	1,666,880.00
Finishing Roadbed and Slopes	All Required (76%)			6,080.00
Loose Riprap	6,670	cu. yds.	4.00	26,680.00
Stone Revetment	4,700	cu. yds.	4.00	18,800.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.25	4,675.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.00	150.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.50	375.00
30-inch Corrugated Metal Pipe	60	lin. ft.	10.00	600.00
36-inch Corrugated Metal Pipe	70	lin. ft.	14.50	1,015.00
42-inch Corrugated Metal Pipe	240	lin. ft.	19.00	4,560.00
12-inch Concrete Pipe	450	lin. ft.	2.50	1,125.00
15-inch Concrete Pipe	1,120	lin. ft.	3.50	3,920.00
18-inch Concrete Pipe	910	lin. ft.	4.50	4,095.00
24-inch Concrete Pipe	2,050	lin. ft.	6.00	12,300.00
30-inch Concrete Pipe	1,770	lin. ft.	8.50	15,045.00
36-inch Concrete Pipe	380	lin. ft.	10.00	3,800.00
42-inch Concrete Pipe	650	lin. ft.	12.50	8,125.00
8-inch Metal Drain Pipe	20	lin. ft.	2.50	50.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.00	210.00
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	25.00	25.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	50.00	350.00
24-inch Culvert End Sections	4	only	75.00	300.00
30-inch Culvert End Sections	8	only	100.00	800.00
42-inch Culvert End Sections	6	only	225.00	1,350.00
18-inch Elliptical Inlets	1	only	45.00	45.00
24-inch Elliptical Inlets	1	only	60.00	60.00
30-inch Elliptical Inlets	2	only	85.00	170.00
36-inch Elliptical Inlets	2	only	100.00	200.00
Class "A" Concrete in Box Culverts	350	cu. yds.	55.00	19,250.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00
Class "A" Concrete in Drop Structures	290	cu. yds.	58.00	16,820.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "G"	7	only	85.00	595.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00
Type 2 Fence	3,600	rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100	cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600	cu. yds.	2.75	4,400.00

Sprinkling	2,320 M-gal.	$3.00	$ 6,960.00
			$1,913,939.00

Multiplate Arches and Pipe Crossings

Shoring, Cribbing, etc.	All Required	$	$ 5,000.00
Structural Excavation	1,350 cu. yds.	0.75	1,012.50
General Excavation	6,500 cu. yds.	0.50	3,250.00
Structural Excavation Below Elevation Shown	1,600 cu. yds.	1.25	2,000.00
Special Backfill	10,700 cu. yds.	3.00	32,100.00
Class "A" Concrete	All Required		37,050.00
Metal Reinforcement	All Required		3,525.00
Multiplate Arch, 7 Gage	210 lin. ft.	48.00	10,080.00
Multiplate Arch, 10 Gage	668 lin. ft.	41.00	27,388.00
Multiplate Arch, 12 Gage	404 lin. ft.	37.00	14,948.00
			$ 136,353.50
Moving Spoil and Constructing Ramps	All Required		3,200.00
Seeding and Mulching	All Required		6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water & Electric Board	All Required		25,000.00
Work by Pacific Power & Light Co.	All Required		3,000.00
Work by Pacific Tel. & Tel. Co.	All Required		500.00
Work by Oakway Water District	All Required		800.00
	Subtotal		$2,091,942.50
	10% Engr. & Cont.		209,194.25
	Total		$2,301,136.75

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)

Drainage Excavation, Unclassified	660 cu. yds.	$3.00	$ 1,980.00
Class "A" Concrete in Box Culverts	1,500 cu. yds.	55.00	82,500.00
Metal Reinforcement in Box Culverts	215,900 lbs.	0.14	30,226.00
	Subtotal		$ 114,706.00
	10% Engr. & Cont.		11,470.60
	Total		$ 126,176.60

Length of Roadway - - - - - - - - 4.183 Miles
Length of 1 Structure - - - - - - 0.005 Mile
Length of 16 Structures - - - - 0.246 Mile (Exceptions)
Total Length- - - - - - - - - - - 4.434 Miles
Cost of Roadway Per Mile- - - - $550,116.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,301,136.75	$2,125,000.00	$176,136.75
Structure	126,176.60	116,000.00	10,176.60
	$2,427,313.35	$2,241,000.00	$186,313.35

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 5, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)(Low Bid Prices)

Clearing and Grubbing	All	Required (75%)		$ 90,000.00
Drainage Excavation	2,350	cu. yds.	2.50	5,875.00
Revetment Toe Excavation	1,800	cu. yds.	1.00	1,800.00
Embankment in Place	2,083,600	cu. yds.	0.575	1,198,070.00
Finishing Roadbed & Slopes	All	Required (76%)		11,400.00
Loose Riprap	6,670	cu. yds.	3.00	20,010.00
Stone Revetment	4,700	cu. yds.	2.75	12,925.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.40	4,840.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.10	153.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.70	385.00
30-inch Corrugated Metal Pipe	60	lin. ft.	9.90	594.00
36-inch Corrugated Metal Pipe	70	lin. ft.	15.00	1,050.00
42-inch Corrugated Metal Pipe	240	lin. ft.	17.80	4,272.00
12-inch Concrete Pipe	450	lin. ft.	2.10	945.00
15-inch Concrete Pipe	1,120	lin. ft.	3.20	3,584.00
18-inch Concrete Pipe	910	lin. ft.	3.70	3,367.00
24-inch Concrete Pipe	2,050	lin. ft.	5.40	11,070.00
30-inch Concrete Pipe	1,770	lin. ft.	7.00	12,390.00
36-inch Concrete Pipe	380	lin. ft.	9.00	3,420.00
42-inch Concrete Pipe	650	lin. ft.	12.00	7,800.00
8-inch Metal Drain Pipe	20	lin. ft.	3.00	60.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.50	262.50
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	45.00	45.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	52.00	364.00
24-inch Culvert End Sections	4	only	70.00	280.00
30-inch Culvert End Sections	8	only	110.00	880.00
42-inch Culvert End Sections	6	only	220.00	1,320.00
18-inch Elliptical Inlets	1	only	78.00	78.00
24-inch Elliptical Inlets	1	only	90.00	90.00
30-inch Elliptical Inlets	2	only	100.00	200.00
36-inch Elliptical Inlets	2	only	130.00	260.00
Class "A" Concrete in Box Culverts	350	cu. yds.	50.00	17,500.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00
Class "A" Concrete in Drop Structures	290	cu. yds.	55.00	15,950.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00

Concrete Inlets, Type "G"	7 only	100.00	700.00
Concrete Inlets, Type "G-2"	1 only	110.00	110.00
Type 2 Fence	3,600 rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100 cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600 cu. yds.	2.70	4,320.00
Sprinkling	2,320 M-gals.	2.00	4,640.00
			$1,498,528.50

Multiplate Arches and Pipe Crossings

Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	1,350 cu. yds.	0.75	1,012.50
General Excavation	6,500 cu. yds.	0.50	3,250.00
Structural Excavation,Below Elevation Shown	1,600 cu. yds.	1.25	2,000.00
Special Backfill	10,700 cu. yds.	3.00	32,100.00
Class "A" Concrete	All Required		37,050.00
Metal Reinforcement	All Required		3,525.00
Multiplate Arch, 7-Gage	210 lin. ft.	48.00	10,080.00
Multiplate Arch, 10-Gage	668 lin. ft.	41.00	27,388.00
Multiplate Arch, 12-Gage	404 lin. ft.	37.00	14,948.00
			$ 136,353.50
Moving Spoil and Constructing Ramps	All Required		3,200.00
Seeding and Mulching	All Required		6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water and Electric Board	All Required		25,000.00
Work by Pacific Power and Light Co.	All Required		3,000.00
Work by Pacific Telephone & Telegraph Co.	All Required		500.00
Work by Oakway Water District	All Required		800.00
		Subtotal	$1,676,532.00
		10% Engr. & Cont	167,653.20
		Total	$1,844,185.20

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)(Low Bid Prices)

Drainage Excavation Unclassified	660 cu. yds.	2.50	$ 1,650.00
Class "A" Concrete in Box Culverts	1,500 cu. yds.	50.00	75,000.00
Metal Reinforcement in Box Culverts	215,900 lbs.	0.14	30,226.00
		Subtotal	$ 106,876.00
		10% Engr. & Cont	10,687.60
		Total	$ 117,563.60

Length of Roadway	4.183 Miles
Length of 1 Structure	0.005 Mile
Length of 16 Structures	0.246 Mile (Exceptions)
Total Length	4.434 Miles
Cost of Roadway Per Mile	$440,876.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,844,185.20	$1,703,000.00	$141,185.20
Structure	117,563.60	108,000.00	9,563.60
	$1,961,748.80	$1,811,000.00	$150,748.80

Contract No 5496

RECEIVED
AUG 11 1959
FOR FILING

Monthly Transaction No.	For -2 (9-12 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
9-61		County **Lane**
Project Report No. I-5-4 (25) 8	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-4(25)193**

5496

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

McKenzie River to Willamette River

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-8-59	4.4
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 1,943,016	$ 1,794,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 13, 1959**

USComm-DC 40257

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the McKenzie River-Willamette River Section, Project No. I-5-4(25)193.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the McKenzie River-Willamette River Section, Project No. I-5-4(25)193.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-5-4(25)193

McKENZIE RIVER-WILLAMETTE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1959

Type Code 0010
Roadway (Sta. 344+30 to Sta. 578+61)(Contract No. 5496)

Clearing and Grubbing	All	Required	(75%)	$ 90,000.00
Drainage Excavation	2,350	cu. yds.	$2.50	5,875.00
Revetment Toe Excavation	1,800	cu. yds.	1.00	1,800.00
Embankment in Place	2,083,600	cu. yds.	0.575	1,198,070.00
Finishing Roadbed and Slopes	All	Required	(76%)	11,400.00
Loose Riprap	6,670	cu. yds.	3.00	20,010.00
Stone Revetment	4,700	cu. yds.	2.75	12,925.00
15-inch Corrugated Metal Pipe	1,100	lin. ft.	4.40	4,840.00
18-inch Corrugated Metal Pipe	30	lin. ft.	5.10	153.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.70	385.00
30-inch Corrugated Metal Pipe	60	lin. ft.	9.90	594.00
36-inch Corrugated Metal Pipe	70	lin. ft.	15.00	1,050.00
42-inch Corrugated Metal Pipe	240	lin. ft.	17.80	4,272.00
12-inch Concrete Pipe	450	lin. ft.	2.10	945.00
15-inch Concrete Pipe	1,120	lin. ft.	3.20	3,584.00
18-inch Concrete Pipe	910	lin. ft.	3.70	3,367.00
24-inch Concrete Pipe	2,050	lin. ft.	5.40	11,070.00
30-inch Concrete Pipe	1,770	lin. ft.	7.00	12,390.00
36-inch Concrete Pipe	380	lin. ft.	9.00	3,420.00
42-inch Concrete Pipe	650	lin. ft.	12.00	7,800.00
8-inch Metal Drain Pipe	20	lin. ft.	3.00	60.00
6-inch Perforated Metal Drain Pipe	105	lin. ft.	2.50	262.50
Special Backfill in Drains	55	cu. yds.	6.00	330.00
12-inch Culvert End Sections	1	only	45.00	45.00
15-inch Culvert End Sections	41	only	45.00	1,845.00
18-inch Culvert End Sections	7	only	52.00	364.00
24-inch Culvert End Sections	4	only	70.00	280.00
30-inch Culvert End Sections	8	only	110.00	880.00
42-inch Culvert End Sections	6	only	220.00	1,320.00
18-inch Elliptical Inlets	1	only	78.00	78.00
24-inch Elliptical Inlets	1	only	90.00	90.00
30-inch Elliptical Inlets	2	only	100.00	200.00
36-inch Elliptical Inlets	2	only	130.00	260.00
Class "A" Concrete in Box Culverts	350	cu. yds.	50.00	17,500.00
Metal Reinforcement in Box Culverts	51,400	lbs.	0.14	7,196.00
Class "A" Concrete in Drop Structures	290	cu. yds.	55.00	15,950.00
Metal Reinforcement in Drop Structures	35,700	lbs.	0.14	4,998.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "G"	7	only	100.00	700.00
Concrete Inlets, Type "G-2"	1	only	110.00	110.00
Type 2 Fence	3,600	rods	5.50	19,800.00
Coarse Crushed Material in Base	9,100	cu. yds.	2.50	22,750.00
3/4" - 0 Material in Base	1,600	cu. yds.	2.70	4,320.00
Sprinkling	2,320	M-gal.	2.00	4,640.00
				$1,498,528.50

Multiplate Arches and Pipe Crossings (Contract No. 5501)

Shoring, Cribbing, etc.	All Required	$	$ 500.00
Structural Excavation	1,350 cu. yds.	2.50	3,375.00
General Excavation	6,500 cu. yds.	0.40	2,600.00
Structural Excavation Below Elevation Shown	1,600 cu. yds.	2.50	4,000.00
Special Backfill	10,700 cu. yds.	1.00	10,700.00
Class "A" Concrete	All Required		28,000.00
Metal Reinforcement	All Required		3,200.00
Multiplate Arch, 7-Gage	210 lin. ft.	46.00	9,660.00
Multiplate Arch, 10-Gage	668 lin. ft.	40.00	26,720.00
Multiplate Arch, 12-Gage	404 lin. ft.	36.00	14,544.00
			$ 103,299.00
Moving Spoil and Constructing Ramps	All Required		3,200.00
Seeding and Mulching	All Required		6,150.00
Signing (Temporary)	All Required		1,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Work by Eugene Water & Electric Board	All Required		44,400.00
Work by Pacific Tel. & Tel. Co.	All Required		925.00
	Subtotal		$1,659,502.50
	10% Engr. & Cont.		165,950.25
	Total		$1,825,452.75

Type Code X028
Box Culvert (Sta. 530+15.6 to Sta. 530+44.2)(Contract No. 5496)

Drainage Excavation, Unclassified	660 cu. yds.	$2.50	$ 1,650.00
Class "A" Concrete in Box Culverts	1,500 cu. yds.	50.00	75,000.00
Metal Reinforcement in Box Culverts	215,900 lbs.	0.14	30,226.00
	Subtotal		$ 106,876.00
	10% Engr. & Cont.		10,687.60
	Total		$ 117,563.60

Length of Roadway - - - - - - - 4.183 Miles
Length of 1 Structure - - - - 0.005 Mile
Length of 16 Structures - - - 0.246 Mile (Exceptions)
Total Length- - - - - - - - - - 4.434 Miles
Cost of Roadway Per Mile- - - $436,397.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,825,452.75	$1,686,000.00	$139,452.75
Structure	117,563.60	108,000.00	9,563.60
	$1,943,016.35	$1,794,000.00	$149,016.35

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Program Status
Work: Utility Adjustment (Pacific Power and Light Co.)
Federal Funds: $2,000.00

McKENZIE RIVER-WILLAMETTE RIVER SECTION

PROJECT NO. I-5-4(25)193

Estimated costs of work to be done by the Eugene Water and Electric Board.

Chapman Line

Materials	$ 121.23
Labor	113.00
Salvage Credit	7.40 Cr.
	$ 226.83

Knox Irrigation Line

Materials	$ 1,551.56
Labor	450.00
Right of Way	50.00
Salvage Credit	768.48 Cr.
	$ 1,283.08

Pruttit Line

Labor	$ 125.00

Protection of 30" Water Main Near Sta. 533+80

Materials	$ 2,576.00
Equipment	2,830.00
Labor	3,450.00
	$ 8,856.00

"Q" Street Interchange (115 KV Line)

Estimated cost of steel towers and lines required by roadway construction.

Materials	$40,335.00
Labor	18,768.00
Equipment	2,939.00
	$62,042.00

Estimated cost of wood poles and lines which was under construction.

Materials	$18,292.00
Labor	7,253.00
Equipment	2,511.00
	$28,056.00
Difference to be paid by State	$33,986.00
Total Cost	$44,476.91
Use	$44,400.00

Estimated costs of work by Pacific Telephone and Telegraph Co.

Labor	$ 205.00
Right of Way	10.00
Materials	649.00
Equipment	48.00
Miscellaneous	50.00
Salvage Credit	35.00 Cr.
	$ 927.00
Use	$ 925.00

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DEC - 9 1959
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[illegible]

5496

December 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the reshaping of embankment at Station 423+27.49 on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County, Contract No. 5496, in connection with Federal Aid Project No. I-5-4(25)193.

The SP and Game Farm Road overcrossing ends were originally planned, and shown, on a skew to the roadway center line. Bridge plans, completed after grading started, made the structure ends at right angle to the center line. Fills on the north end were completed and approximately 50% complete on the south end of the structure before the revised plans were received. It is now necessary to move about 1,500 cu. yds. of the embankment to revise the approaches to fit the bridge plans.

This work has been verbally approved by the BPR Area Engineer and the work has been started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:jb
Enc.

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1959
FORM E-30X—50M—2-59—18190
FOR FILING

I-5-4(25)193

546

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1959

Memorandum

SUBJECT: Relocation of Power Line Facilities
McKenzie River - Willamette River
Section - Pacific Highway

To: Jack Nash
Office Engineering
Building

The Pacific Power and Light Company's invoice for cost of relocation of power line facilities, McKenzie River - Willamette River Section, Pacific Highway, totalling $5,091.25, is being forwarded to the Claims Section for payment this date.

The relocation has reference to Federal-Aid Project Nos. I-5-4 (25)-193 and S-145 (6).

The total estimate and cost of relocation is segregated; however, the invoice as submitted includes the total cost for both Federal-Aid Project Numbers.

Mr. Wright, Administrative Manager, Bureau of Public Roads, authorized the processing of this billing with the understanding that the Bureau will conduct the entire audit rather than have the State audit half the billing (S-145 (6)), and the Bureau the other half (I-5-4(25)-193).

Please bring this matter to the attention of the Bureau at the time of requesting reimbursement on this project.

C.H. Maison
C. H. Maison
Auditor

CCH:hs

cc: Bureau of Public Roads
General Files ✓

S-77(8)   2 reinf. conc. bridges to   1959
carry Pittsburg-Scappoose
#5497   Co. Rd. over N. Scappoose Cr.

Fin 261

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER 64435

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4/8/60	ee 592		505-1045-297

Columbia County
St. Helens
Oregon
Attn: County Court

4/8/60
Notified

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: North Fork Scappoose Creek Bridges, FAS 609, covered by agreement dated 5/19/59			
Original advance deposit	$9,500.00		
Amount previously transferred	7,500.00		
Balance in advance deposit			$2,000.00
County share of costs as per attached statement	$8,374.63		
Less amount previously transferred	7,500.00		
Balance			874.63
To be retained			$1,125.37

RECEIVED
APR - 1960

ACC... REQUEST

A-150 (REVISED 12-59)

NOTED
V R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

April 8, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available for the North Fork-Scappoose Creek Bridges, Contract #5497, on FAS 609. As shown in the attached cost statement, a refund of $1,125.37 is due the county in connection with this project.

As per your previous request, this refund is being retained as part of the advance deposit required in connection with the Pittsburg-Spitzenburg Section of FAS 609.

For your information, the deposit on hand is as follows:

$29,700.00	Cash
1,655.45	Refund due, Oak Ranch Creek Section, FAS 567
813.02	" " Coon & Pebble Creek Bridges, FAS 854
141.17	" " Milton Creek (St. Helens) Bridge, FAS 816
1,125.37	" " North Fork Scappoose Creek Bridge, FAS 609
$33,435.01	Total Deposit on Hand

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

A

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JAN - 6 1960
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5497

January 5, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway contract #5497 for construction of the North Scappoose Creek Bridges on the Pittsburg-Scappoose County Road (FAS 609) in Columbia County was completed by the contractor, C. J. Montag & Sons, on November 24, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $2,965.64 will be released to the contractor on or after January 15, 1960. The total contract amount is $41,412.66, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
609 Mead Bldg.,
Portland 4, Oregon

A

LOUIS J. WASSER, COMMISSIONER
GOBLE

DANE S. BRADY, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

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AUG 4 - 1959
FOR FILING
S 77 (8)
3497

July 30, 1959.

1332

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Re: North Unit, Pittsburg-Spitzenburg Section, FAS 609.

Dear Mr. Williams:

Replying to your letter of July 14, 1959, please be advised that after due consideration of the subject matter, our County Court is willing to go along with your thinking that a crushed rock base is preferable to the grid-rolled base on this project.

Thanking you for your discussion of this matter and trusting the project can be programmed without to much delay, I am

Yours very truly,

John W Whipple

John W. Whipple
County Judge

JWW:n

Copies to
Edwards
Skelton
Swenson

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1959
ROUTED

July 14, 1959

Honorable John H. Whipple
County Judge of Columbia County
205 Courthouse
St. Helens, Oregon

Dear Judge Whipple:

Reference is made to your letter of July 3 regarding the surfacing design to be used on the North Unit, Pittsburg-Spitzenburg Section, FAS 609.

In your letter you commented on the fact that the original base design for this job was based on 12 inches of quarry-run rock, grid-rolled. This is true; however, your known desire in this matter influenced the design. A later review of this design occasioned some misgivings, and, in the light of the intended use of an open graded rock over a high-clay-content soil, these misgivings are well founded.

Your letter compares the surfacing product obtained by grid-rolled dice rock, with crushed rock. This comparison can be made only if you consider the crushed rock to be without the fine fractions. Experience has proven that the fines in a grid-rolled base are held in the top of the lift. Fines are necessary, when laying over soils with a high clay content with attendant high plasticity and liquid limit characteristics, to prevent the clay materials from intruding into the interstices of the coarse rock mass. This action is aggravated when an asphalt surface is placed on top. Failures generated by the above action are somewhat delayed, depending upon the volume of traffic. They often occur some five to seven years after construction.

In the foregoing, I have attempted to set forth our reasoning for preference of the crushed rock base although it serves to cut the length of the improvement. If, after consideration of the above facts, you still feel the grid-rolled base will give you the level of service you require, we will let a job on that basis with the reservation that the State will not be held responsible for the performance thereof.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:jk:jw ms
cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. C. G. Swenson

FORM E-30 50M 11-58 15890

PLEASE RETURN TO
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 6, 1959
Salem, Oregon

REFERRED TO
Cooper
By State Highway Engineer

Please discuss with me

SUBJECT: N. Unit, Pittsburg-Spitzenburg Section
FAS 609
Columbia County

To: Mr. W. C. Williams
OFFICE

At a meeting with the Columbia County Court on July 3, the Court requested that I hand you the attached letter regarding the base design of the subject named project. This project was approved by the Highway Commission March 5, 1959 under the name North Fork Scappoose Creek-Elk Creek Section. Also attached is a copy of the original base design referred to in the Court's letter.

The county has presently requested that this project start at the Pittsburg Junction and extend towards Spitzenburg as far as funds will permit. As the project limits will be set on a dollar basis, a final descision on the base design will be required in order to set these limits.

John F. Hagemann
John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

[illegible]

Reply

RECEIVED
JUL 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LOUIS J. WASSER, COMMISSIONER
GOBLE

DANE S. BRADY, COMMISSIONER
~~J. A. DAVIS, COMMISSIONER~~
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

PLEASE RETURN TO
FORREST COOPER

July 3, 1959.

Mr. W. C. Williams,
State Highway Engineer,
State Highway Building,
Salem, Oregon.

Dear Mr. Williams:

Reference is made to the Columbia County FAS project on FAS609 (Pittsburg-Scappoose Co. Rd.) which is known as the N. Unit, Pittsburg-Spitzenburg Section. The project as proposed provides for regrading and placing base material beginning at the Pittsburg Junction, and extending as far as available funds (approximately $175,000) will permit.

The County was advised that the original base design provided for a grid-roller processed bottom course base of 12" with a 3" levelling course of 3/4- 0" crushed rock. Recently, we have been further advised that your construction division would not agree to use of the grid-roller processed material but would require crushed rock in the bottom base course. This would result in an increased cost for base material of from $1.00 to $1.25 per cubic yard.

The rock for the base material is to come from our Oak Ranch Creek quarry. This quarry provides an excellent grade of diced rock which the county has used in grid-roller processed bases with very satisfactory results. If proper control is maintained of the placing and processing of this material with a grid-roller, the county is confident that the result will be comparable to a crushed rock base.

In view of the above it is the request of the Columbia County Court that the original base design of a grid-roller processed bottom course be utilized in the construction of this project.

Yours very truly,

JWW:n

Columbia County Court

By John W Whipple County Judge

By Dane S Brady Commissioner

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. [illegible] SWENSON

Section N Fork Scappoose Cr.-LIRCr Highway F.A.S. 609 County Columbia Prefix [illegible]

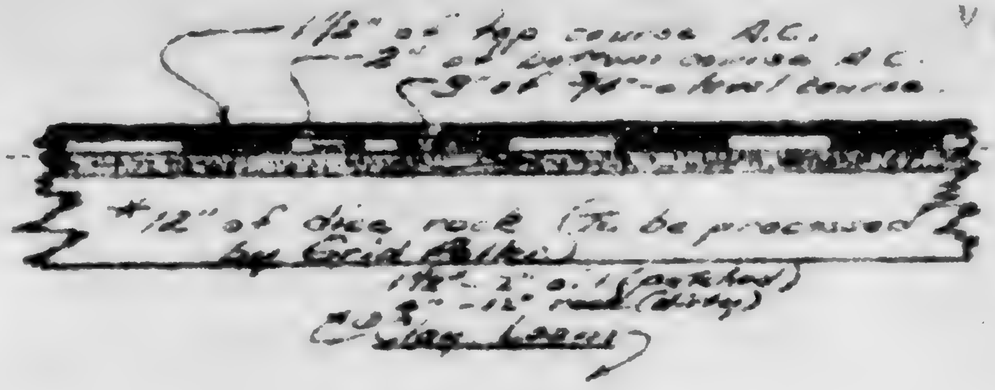
Res. Engr. Mel Schfeild Length of Project ____ Miles Sta. ____ to Sta. ____ Date 2-25 [illegible]

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging)

NOTED
V. R. JONES

To be placed by County

State Project



To be placed by County

State Project.

D
Typical Soil Conditions
[illegible] LL
31 PI
71 % P 200
30 % Silt
32 % Clay
35 % Fines

Note:
The course base has been increased 25% due to the high LL, PI, & clay content of the typical soil.
No credit allowed for the existing base & oil. Existing base is extremely dirty & in several places degraded into a clay. Oil is badly rutted & broken.

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Select. Surf. Allow.	Designed Base & Surf. Non Work
			1½
			2
			12
15½			15½

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MAY 1 1959

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Degradation Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be [illegible] for
* Oak Ranch Creek Q.	380799	2.75	Rock	—	—	—	14.5	—	25	2	
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by A. F. Weekly
Asst. Assistant
[redacted]

Recommended by
Asst. Construction Engineer

Recommended by
Engineer of Materials

Approved by Forrest Cooper
Deputy State Highway Engineer

5117

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1959

To: Mr. Tom Edwards
O F F I C E

SUBJECT: E. Unit, Pittsburg-Spitzenburg Section
FAS 609, Columbia County

Judge Whipple of Columbia County advised this date that our recommended base design using crushed rock for the subject named project was acceptable to the county and we should proceed accordingly.

As per my letter of July 6, the limits of this project will be set on a dollar basis starting at the Pittsburg Junction and extending southerly as far as funds (approximately $182,000) will permit.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: L. H. Young
V. G. O'Neil
Frank Hall
G. L. Decker
Vic Wolfe

Send copy to Cooper

CONSTRUCTION DIVISION
RECEIVED
JUL 29 1959
NOTED

RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Referred to
Barber

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FOR FILING

S77(8)

5497

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

C. J. Montag & Sons
7805 NE Halsey Street
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5497, awarded June 5, 1959, for bridge construction of the North Scappoose Creek Bridges on the Pittsburg-Scappoose County Road (FAS 609) in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

7-1-59

Monthly Transaction No. 7-17

Project Report No. 177(3)

5497

For -2
(9- 57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Columbia

Project No. S-77(8)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **North Fork Scappoose Creek Bridges, approximately 4.5 miles and 5.5 miles northwest from junction with F.A. 1 on County Road**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	0.03
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 46,401	$ 28,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Assistant **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. Fork, Scappoose Creek Bridges, Project No. S-77(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Fork Scappoose Creek Bridges, Project No. S-77(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77(8)

NORTH FORK SCAPPOOSE CREEK BRIDGES ON
THE PITTSBURG-SCAPPOOSE ROAD IN
COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1959

Type Code X021
N. Fork Scappoose Creek Bridge #13761-A (Sta. 240+95 to Sta. 241+95)(Contract #5497)

Removal of Old Bridge	All Required		$ 500.00
Structural Excavation	300 cu. yds.	$6.00	1,800.00
Class "A" Concrete(189 cu. yds. at $65.00)	All Required		12,285.00
Metal Reinforcement(47,300 lbs. at 0.135)	All Required		6,385.50
8-inch Metal Drain Pipe	50 lin. ft.	4.50	225.00
			$21,195.50

Type Code X020
N. Fork Scappoose Creek Bridge #13762-A(Sta. 295+85.5 to Sta. 296+73.5)(Cont. #5497)

Remove Old Bridge	All Required		$ 400.00
Structural Excavation	220 cu. yds.	$6.00	1,320.00
Class "A" Concrete(210 cu. yds. at $64.00)	All Required		13,440.00
Metal Reinforcement(42,500 lbs. at 0.135)	All Required		5,737.50
8-inch Metal Drain Pipe	20 lin. ft.	4.50	90.00
			$20,987.50
	Subtotal		$42,183.00
	10% Engr. & Cont.		4,218.30
	Total		$46,401.30

Length of 2 Structures- - - - - - 0.036 Mile

Federal Funds	$28,700.00
State Funds	8,850.65
County Funds	8,850.65
	$46,401.30

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds for Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Columbia County with the Highway Department.

Form A-150—10M—6-58

NOTED

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 60758

Date June 15, 1959

Your Req. No.

Billing Request No. CC-485

Credit Distribution 805-1045-297

Columbia County
St. Helens,
Oregon

Attn: County Court

Advance Deposit	$ 9,500.00
Partial transfer county's share total cost of the North Fork Scappoose Creek Bridges, FAS 609, covered by agreement dated May, 1959	7,500.00
To be retained	$ 2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 13107

Cash Received with Request: $................

By..

NOTED
Harold C. Ayers

June 5, 1959

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Your advance deposit of $9,500 in connection with the North Fork Scappoose Creek Bridges on FAS 609 has been received and Contract No. 5497 has been awarded to C. J. Montage and Sons. A copy of the contract will be forwarded to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

RECEIVED
JUN 30 1959

FOR FILING

2770(1)

5497

June 5, 1959

C. J. Montag and Sons
7605 N. E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for construction of two reinforced concrete bridges to carry Pittsburg-Scappoose County Road over North Scappoose Creek in Columbia County for the sum of $42,183 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5497.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

NOTED
Harold C. Ayers

May 26, 1959

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 26, the Highway Commission received a satisfactory bid from C. J. Montagne & Sons of Portland for construction of the North Fork Scappoose Creek Bridges on FAS 609. As per the agreement between County and State the following advance deposit is required prior to award of a contract:

Bid Items	$42,183.00
12-1/2% Engineering & Contingencies	5,272.88
Estimated Total Cost	$47,455.88

County advance deposit of 20% = $9,500

Please make this deposit by means of a check or warrant in the amount of $9,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

Rec'd
5/29/59
505-1045

JFH:cg

Cont. No. 5497

RECEIVED
MAY 25 1959
FOR FILING

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5031

A

Finance #261

Salem, Oregon
May 21, 1959

FAS Project Agreement
Columbia County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Columbia County covering the North Fork Scappoose Creek Bridges on FAS 609 in Columbia County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 14, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Columbia County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the North Fork Scappoose Creek Bridges on FAS 609 in Columbia County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on March 5, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 3-5-59 Min Page 28
Floyd Query
Secretary

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

May 11, 1959

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the North Fork Scappoose Creek Bridges on FAS 609 upon which bids will be received May 26.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $51,800; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than May 22.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg
Encl.

RECEIVED
MAY - 1959
FOR FILING

S-77(2)

5497

4-29-59

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
NORTH UNIT, PITTSBURG-SPITZENBURG SECTION and NORTH FORK, SCAPPOOSE CREEK BRIDGES (2)
FAS 609 - COLUMBIA COUNTY

The following prospectus is submitted concerning the above mentioned section of highway and bridges on FAS 609, which is a county road on the Federal-Aid Secondary System. The northerly terminus of the highway project is at the junction of FAS 609 with the Nehalem Secondary in Pittsburg. The southerly terminus is approximately six miles southeasterly of Pittsburg. The North Fork, Scappoose Creek Bridges (2) are located 4.5 and 5.5 miles respectively northwest of the junction of FAS 609 with the Columbia River Highway in Scappoose. The bridges are numbered 13,761 and 13,762 respectively on the highway department inventory. The overall length of the project is approximately six miles.

This will be a location survey for the purpose of preparing plans and estimates for widening the existing 22-foot roadway to 28 feet and for replacing the existing timber bridges across North Fork Scappoose Creek with reinforced concrete structures having a roadway width of 26 feet. The northerly terminus of the road widening project is in the community of Pittsburg.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing ADT is 350 and the projected (1975) ADT is 525. Traffic warrants a Class "D" highway with a design speed corresponding to the horizontal and vertical alignment as determined by survey. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Asphaltic Concrete Paving	3½"	(By County)
3/4"-0 Level Course	3"	
Grid Processed Dice Rock	12"	
Total	18½"	

Rise and fall and central angle data are not available at this time.

The roadway and the bridges are within required design standards.

This will be an unrestricted access facility. There are no interchanges, railroad crossings, or major stream crossings. The bridges across North Fork Scappoose Creek are outside the limits of the road widening project.

Materials are available from local commercial or county sources. Mr. H. H. Sharrah, County Roadmaster, should be contacted relative to county quarry sites.

A formal agreement with the county will be required. The existing bridges (2) over North Fork Scappoose Creek will be removed under this project; low level detours and bridge approaches will be constructed by the county.

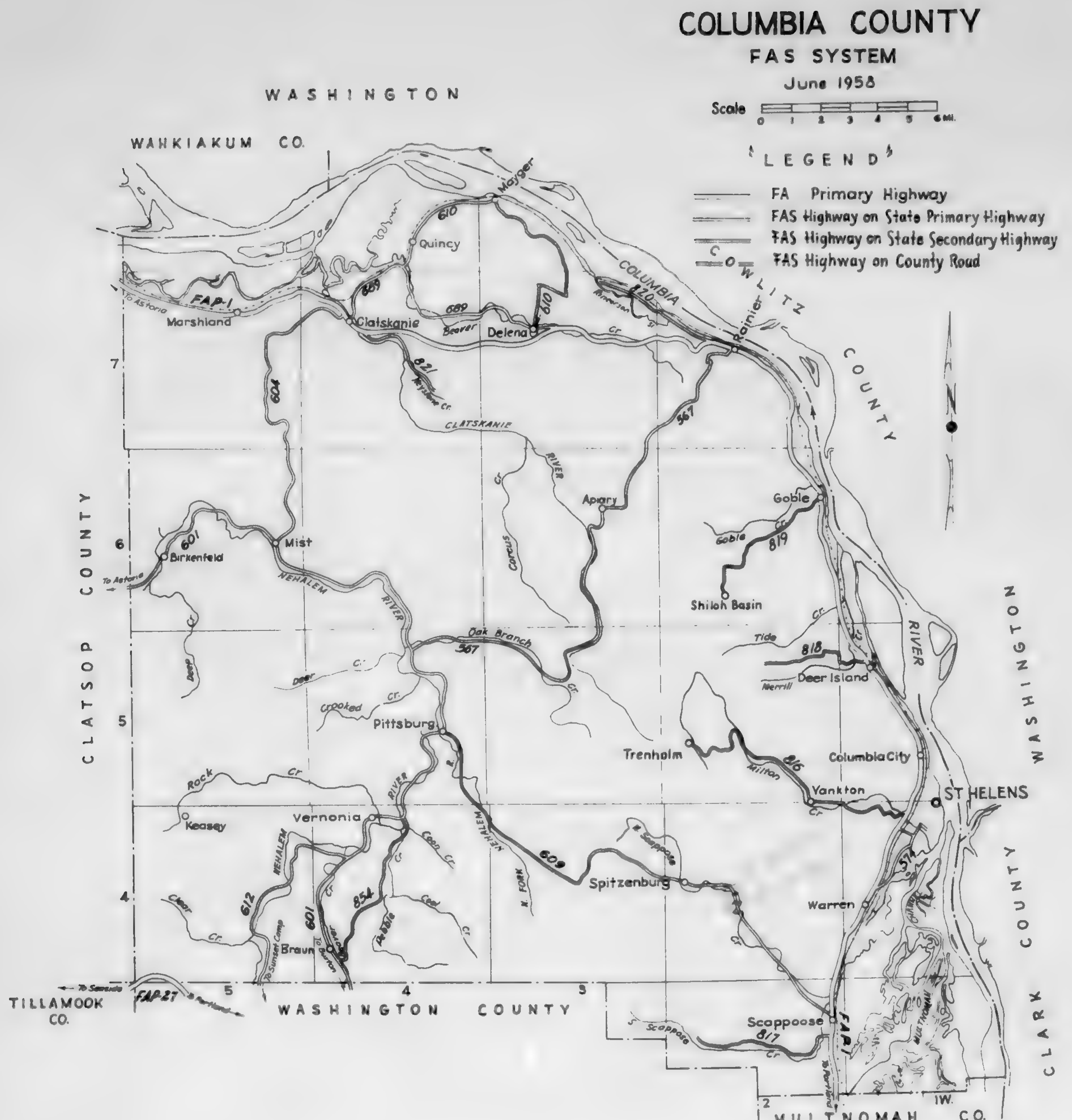
There are no state parks affected by this project.

April 29, 1959

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. G. Skelton (2)
Willard Scofield
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson
Walter T. Wright

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER



COLUMBIA COUNTY

FAS SYSTEM

June 1958

Scale
0 1 2 3 4 5 6 mi.
LEGEND
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road
N
WASHINGTON
WAHKIAKUM CO.
COWLITZ COUNTY
CLATSOP COUNTY
WASHINGTON
CLARK COUNTY
TILLAMOOK CO.
WASHINGTON COUNTY
MULTNOMAH CO.
COLUMBIA
RIVER
Mayger
610
Quincy
889
689
FAP-1
To Astoria
Marshland
Clatskanie
Beaver
Delena
Cr.
820
Rainier
821
Nehalem Cr.
7
604
CLATSKANIE
RIVER
567
Apiary
Goble
Goble
Cr.
819
Shiloh Basin
6
601
Birkenfeld
To Astoria
Mist
NEHALEM
RIVER
Carcus
Cr.
Oak Branch
567
Deep
Deer
Cr.
Crooked
Cr.
Tide
Cr.
818
Deer Island
Merrill
5
Pittsburg
Trenholm
Milton
816
Columbia City
Yankton
Cr.
ST HELENS
Rock
Cr.
Keasey
Vernonia
RIVER
NEHALEM
Coon Cr.
N. Scappoose
609
574
Spitzenburg
Warren
4
Clear
Cr.
612
NEHALEM
601
854
N. FORK
Cool
Cr.
Pebble
To Sunset Camp
Braun
Cr.
To Seaside
FAP-21
To Portland
5
4
3
Scappoose
FAP-1
Scappoose
817
Cr.
To Portland
2
1W.
MULTNOMAH

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
4/3/59

FAS 609, COLUMBIA COUNTY ✓

TERMINI: North Fork Scappoose Creek Bridges located approximately 4.5 and 5.5 miles northwest of junction of FAS 609 and FAP Route 1.
[North Fork Scappoose Creek Bridges (2)]

PROPOSED WORK: Construct two reinforced concrete bridges totalling 188' in length.

PROJECT LENGTH: 0.03 mile

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTIONS:	$50,000	$30,000	$10,000	$10,000 (County)

EXISTING FACILITY: Untreated timber bridges 76' in length and 81' in length, H.C. - 25' 1". Both bridges are in a severe state of deterioration. No substandard grade or alignment.

ADJACENT SECTIONS: 18' wide oil mat wearing surface with 4' shoulders.

PROJECT DATA: Construct a 100' long RCDG bridge on the site 4.5 miles northwest of the junction of FAS 609 and FAP Route 1 and a 88' long reinforced concrete slab span at the other site. Both structures to have a H.C. of 26' and to be constructed on the same grade and alignment as the existing bridges.

ROW WIDTH:	60'
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

Route data submitted under Oregon Progect S-77(7).

JFH:cg

RECEIVED
MAR 26 1959
ENGINEER
COUNTY & CITY RELATIONS

March 26, 1959

NOTED
J. R. [illegible]

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

NOTED
John F. [illegible]

Dear Judge Whipple:

Reference is made to your letter of March 20 regarding the condition of the existing bridges on FAS 609 which were recently programmed for replacement with FAS funds.

Mr. E. G. Ricketts, Assistant Bridge Engineer, has inspected these bridges and advises that they are in a severe state of deterioration and should be replaced as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

LOUIS J. WASSER, COMMISSIONER
GOBLE

DANE S. BRADY, COMMISSIONER
~~J. A. DAVIS, COMMISSIONER~~
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

March 20, 1959.

Mr. John F. Hagemann,
Assistant County & City Relations Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Hagemann:

Reference is made to your letter of March 9, 1959, indicating approval of our county FAS projects.

At the time we looked these projects over, there was some discussion as to whether or not the two bridges involved were sufficiently strong to withstand traffic for another four or five years, and thus enable us to spend the money that would go on the bridges on the road.

It was the understanding of the Court, that you were going to have Mr. Ricketts, or someone from his department, make an inspection of these two bridges, and if it were the opinion of your bridge department that they can safely take the traffic for four or five more years, that we could put all of our money on the highway.

Your letter does not indicate whether or not such an inspection was made, and we are wondering if we are to assume that it was made, and the bridges were considered unsafe for that amount of use.

Yours very truly,

John W. Whipple
John W. Whipple
County Judge

JWW:n

Br # 13761 & 13762

NOTED
V. R. JONES

NOTED
C. G. SWENSON

March 9, 1959

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
Harold C. Ayers

File Fas 609

NOTED
John F. Hagemann

Gentlemen:

On March 5 the Highway Commission approved the county FAS projects as described in the attached tabulation which is believed to conform to the county's request.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att: 59-b

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 17, 1959

Proposed County FAS Projects
FAS 609, Columbia County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Enclosed are four copies of a tabulation, with map attachments, describing two bridge and one road project on FAS 609 proposed for construction with FAS funds available to Columbia County.

These projects will be presented to the Highway Commission for approval at its March 5 & 6 meeting.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Encl. (59-b)
cc: Bridge Div.
Div. I
Soils Div.

NOTED
JOHN D. GRAHAM

COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 609 - North Fork Scappoose Creek Bridges (2), $50,000. These bridges are located approximately 4.5 and 5.5 miles northwest of the junction at Scappoose of FAS 609 with FAP Route I (Columbia River Highway). They carry highway department inventory Nos. 13,761 and 13,762 respectively.

The proposed project is to replace the existing timber bridge with reinforced concrete structures having a roadway width of 26'. The new bridges will be on the same site as the existing bridges. The FAS project will be for the structures only including removal of the existing bridges. The county will provide low level detours and construct road approaches as required.

If possible these bridges should be scheduled for a May bid letting to permit construction during the low water period.

N unit, Pittsburg-Spitzenburg Section (See letter 4/2/59 to Tom Edwards)

FAS 609 - North Fork Scappoose Creek-Elk Creek Section, approximately 6 miles, $175,000. This section extends from the summit approximately 11 miles northwest of the junction at Scappoose of FAS 609 with FAP Route I (Columbia River Highway), northwesterly to a point near Elk Creek approximately 3 miles southeast of the junction at Pittsburg of FAS 609 with FAS 601 (Nehalem Highway).

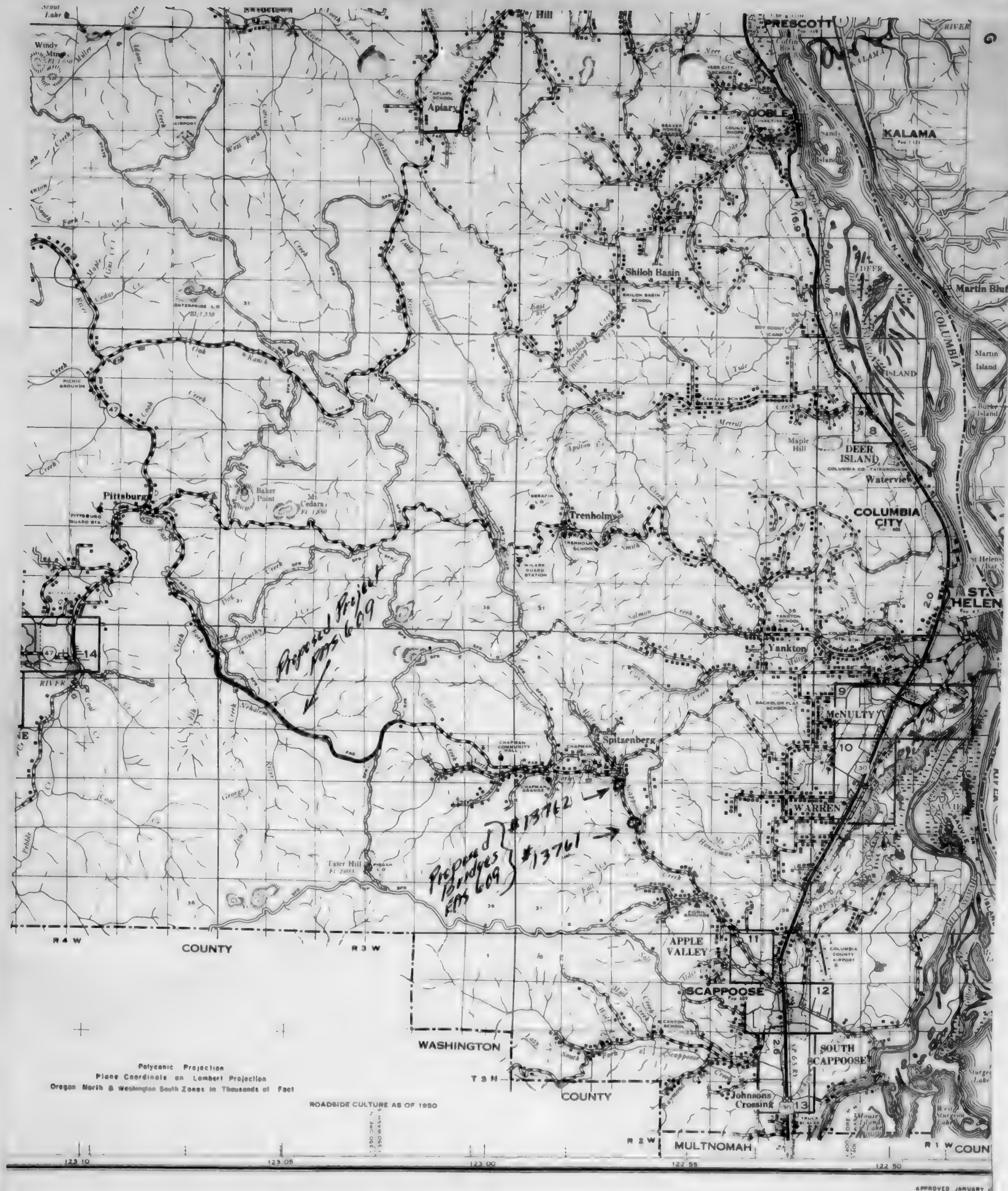
The proposed project is to widen the existing 22' roadway and place base material through a levelling course to a width sufficient to permit a finished roadway of 28'. The county will place a bituminous pavement and shoulder rock after completion of the FAS project. The pavement to be placed by the county will be approximately 3½" in depth so width at the top of the levelling course whould be approximately 30'. The southerly 2 miles of this section was constructed in 1950 under highway department contract No. 3281 (Spitzenburg-Wilson Creek Section) and the balance in 1952 under highway department contract No. 3595 (Pittsburg-Wilson Creek Section). The construction on both contracts was through an 18' wide oil mat with 2' shoulders. This approximately 6 mile section has been a continual source of trouble since its initial construction. There have been surface failures of varying degree and due to the limited width no permanent maintenance or betterment measures could be taken.

Due to the mountainous terrain the available funds may not be sufficient to reconstruct the entire 6 miles. After a survey has been made and an estimate based on surveyed quantities is available the project will be reviewed with the county and limits established within available funds. Any adjustment in length will not necessarily be made on one end as there are some sections involving only light grading which the county could perform with county forces.

Several existing small cedar culverts should be replaced as part of the reconstruction project.

In the event the Oak Ranch Creek county rock quarry on the Apiary county road is used as the rock source, it may be possible to specify a grid-roller processed bottom course base. Mr. H. H. Sharrah, County Roadmaster, should be contacted relative to available quarry sites.

(59-8)



Scout Lake
Windy Mtn.
Aplary
Apiary School
Hill
PRESCOTT
Coffin Rock
KALAMA
RIVER
GOBLE
Sandy Island
Shiloh Basin
Shiloh Basin School
Enterprise L.O.
Maple Cr.
Cedar Cr.
Oak Ranch
Picnic Grounds
Cook Creek
Pittsburg
Pittsburg Guard Sta.
Baker Point
Mt. Cedars
Trenholm
Trenholm School
Wilark Guard Station
Serafin L.O.
Canaan School
Merrill Creek
Apiary
Deer Island
Maple Hill
Columbia Co. Fairgrounds
Waterville
COLUMBIA CITY
COLUMBIA
Martin Bluff
Martin Island
Burke Island
ST. HELENS
Salmon Creek
Yankton
Yankton School
Bachelor Flat School
McNULTY
WARREN
Spitzenberg
Chapman Community Hall
Chapman School
Chapman Grange
Tater Hill
Pisgah L.O.
Nehalem
Honeyman Creek
APPLE VALLEY
SCAPPOOSE
Columbia County Airport
SOUTH SCAPPOOSE
Johnsons Crossing
Canyon School
Sturgeon Lake
RIVER
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COUNTY
WASHINGTON
COUNTY
MULTNOMAH
COUNTY
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123 00
122 55
122 50
APPROVED JANUARY

Proposed Project FAS 609

Proposed Bridges FAS 609 #13762 #13761

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North & Washington South Zones in Thousands of Feet

ROADSIDE CULTURE AS OF 1950

S-432(1) Netarts-Yager Cr. Sec. 1959
(Grad. & Stone Base)
#5498

RECEIVED
NOV 15 1965
FOR FILING

S-4522(1)

5498

FORM 1-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 12, 1965

To: MEMO TO THE FILE:

SUBJECT: Rex C. Ayers
vs.
State of Oregon
L-4471A

NOTED
R. L. PORTER

Following Mr. Rohde's telephone conversation on Wednesday, November 10, 1965, with Mr. Hathaway, Tillamook County District Attorney, wherein it was confirmed that the county was willing to pay $3,500 in full settlement of this case, I again contacted Mr. Hollister, attorney for plaintiff. Mr. Hollister indicated that despite his having incurred a bill for printing or partial printing of his brief on appeal, the $3,500 would be acceptable to him and to his primary client, the St. Paul Indemnity Company.

However, Mr. Hollister had been unable to reach Mr. Ayers to secure his approval. He has written to him for this purpose, and expects to have some word back within a few days, at which time he will advise us.

Meanwhile, Mr. Hollister indicated that since his brief was in a nearly completed form at the printers, he would go ahead and have it printed and probably file it, in order to preserve his rights in case the settlement for some reason falls through. He didn't say anything about any additional costs, so far as settlement is concerned, over and above the $3,500 figure which has been discussed and approved by the county. Nor, of course, did I bring up the subject.

It appears relatively certain that, if Mr. Ayers himself agrees with his attorney, the matter can be disposed of for the $3,500 which the county has agreed to pay.

So far as the mechanics of winding up this settlement are concerned, I spoke to Mr. Maison who indicated that the bookkeeping procedures would be much simpler if we can simply induce the county to write a check payable to the contractor, and forward it to us, for transmittal to the plaintiff's attorney. I see no reason why this cannot be done, Mr. Hollister having indicated that it makes no difference to him who makes out the check. We would, of course, still obtain a full and final release from the plaintiff, and they would take a dismissal of their appeal.

I would suggest that the county be contacted and asked to issue a check in the amount of $3,500, payable to Rex C. Ayers, and to forward it to us for transmittal to Mr. Ayers' attorney. There will be no need for actual issuance of the check, of course, until such time as we receive final confirmation from Mr. Hollister. Since the county was not a party to the lawsuit, nor to the contract with Ayers, it appears that the county would not necessarily have to be named in the release to be obtained from Ayers. However, if the county wishes to be so named in the release, I see no reason why this cannot be done.

Since, as of this writing, I expect to be tied up in preparing for and participating in the trial of another case (Hebener and Jenkins vs. State) for at least another week, it might be advisable for Mr. Rohde, Mr. McKinney, or Mr. Patterson, to keep track of this file and perhaps make the necessary arrangements with the county as to payment, releases, etc.

ALAN H. JOHANSEN
Staff Attorney

AHJ:hg

cc: R. L. Porter
C. H. Maison
G. E. Rohde
Frank C. McKinney
J. Robert Patterson

RECEIVED
NOV 12 1965
OFFICE OF
HIGHWAY EN

RECEIVED
DEC 9 - 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 4, 1963

Oregon State Highway Commission

Re: Rex C. Ayers v.
State of Oregon
Case No. 296-778

Gentlemen:

There has been filed in the Circuit Court of the State of Oregon for the County of Multnomah by the above plaintiff, Rex C. Ayers, an action for the recovery of $43,800.80.

The facts as alleged by the plaintiff are as follows: That the plaintiff was awarded a contract to do highway construction work on the Netarts-Yeager Creek Section of the Netarts-Sandlake County Road in Tillamook County. He further alleges that he was directed to start work on this project on June 25, 1959, and in response thereto did arrange for all the necessary men and equipment to do and perform the construction job. He further alleges that the defendant failed and neglected to have or obtain title to the proposed public highway right of way at the center and at the south end of the construction project, or to obtain the necessary permission from the owners of said property which would permit the plaintiff to go upon their land to commence the construction of the said project. He further alleges that the State of Oregon did not procure the right of way so as to permit him to proceed with the work at the center or south end of the project until on or about August 20, 1959. He then alleges that because we had failed to obtain the necessary right of way at the center and south end of the project he could only effectively use one-half of his work force and equipment. That between June 25 and August 20, 1959, he alleges that the reasonable cost and expense to him of keeping and retaining one-half of his men and equipment idle on the project was $932.95 per day for a total of 40 days, whereby he was damaged to the extent of $37,318.00.

There is a second cause of action set up in the complaint wherein the plaintiff alleges that while he was performing the work on said contract the Highway Department had its employes on the job to inspect the progress of the work and to make

[illegible]

NOTED
LLOYD P. SHAW

decisions as to whether or not the work done conformed to the plans and specifications. He further alleges that the Department was fully aware of the plaintiff's plan and intention of constructing the highway, but that we refused to permit the plaintiff to proceed as he had planned the construction. He alleges he was ordered to first construct the entire length of the roadway with sub base materials before applying rock to the surface of the sub base. He alleges that the action on our part was arbitrary, unreasonable and capricious and in violation of his rights to determine the method and manner of prosecuting the work. That as a result, he was required to place additional quantities of sub base material that would not have been necessary had he proceeded in the manner in which he wished to proceed and, therefore, he demands judgment for the additional quantities of 14,384 cubic yards of borrow at a reasonable rate of 45 cents per cubic yard for a total of $6,472.80.

The above matter was the subject of a legal action filed against us by the plaintiff on December 20, 1961. The matter came on for trial January 14 and 15, 1963, in Portland, Oregon, at which time the plaintiff took a voluntary nonsuit because the evidence presented failed to sustain his legal action. A report of the previous action and result was brought before the Commission at that time.

This matter has been referred to one of our staff attorneys for handling, and I shall keep you fully informed of the progress of the work.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
Alan Johansen

RECEIVED
DEC 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 - 1963
FOR FILING

5498 (1)

5411

Salem, Oregon
December 3, 1963

Summons and Complaint
Rex C. Ayers Constr. Co.

Mr. L. I. Lindas
Chief Counsel

BUILDING

Attached is a Summons and Complaint filed in the Multnomah County Circuit Court in which Rex C. Ayers seeks to collect from the State Highway Commission the sum of $37,318 plus costs, and an additional sum of $6,482.80 plus costs, in connection with Contract No. 5498 on the Netarts-Yager Creek Section of the Netarts-Sand Lake Tillamook County Road.

Floyd Query, Secretary

FQ:fkn

Attachment

RECEIVED
JAN 23 1962
FOR FILING
5-432(1)
5498

Salem, Oregon
January 18, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

Herewith is a short explanation of the three lawsuits which have been served against the Highway Commission and which appear on page 4 of the January 19 agenda.

1. The Morrison-Knudsen Company suit is over a controversy relative to the wasting of excess materials. The contractor contends that he should have been permitted to waste this excavation as a first operation. The State contends that the wasting of materials should be subsequent to the exact determination as to the fill requirements in the vicinity.

2. Rex C. Ayers is suing for $32,320 because of alleged damage because the County was slow in acquiring all of the right of way. He is also asking for the sum of $5,904.54 for the reason that he does not agree with our final estimate quantities. Both counts are, in our opinion, without merit.

3. Moy Farella has filed suit in the amount of $10,000 because he claims damage by reason of backwater caused by culvert stopage. We contend that the backwater was caused by reason of the outlet ditch being blocked.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc G. S. Paxson

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DEC 29 1961
FOR FILING

5499

Salem, Oregon
December 28, 1961

Mr. Forrest Cooper
State Highway Engineer
Office

Leonard Lindas has placed on the January 19 agenda the law suit filed by Rex C. Ayers against the Highway Commission which covers a claim in connection with the contract on the Netarts-Yeager Creek Section, State Contract No. 5498.

The contractor alleges a damage of $32,320 because of the County not securing the necessary right of way. According to our record he suffered some partial delay of not to exceed 4 days. The standard specifications, Section 1.8.9 state that claims for additional compensation due to nonacquisition of right of way must be limited to idle time, cost of extra moving of equipment and costs of longer haul. Also, specified is that failure to acquire right of way is a cause for time extension. The record shows that there was a 30-day extension granted on this contract.

The remaining claim of slightly under $6,000 is based on his disagreement with our final quantities. This is a factural matter and according to our construction department is without merit. I have not had an opportunity to go through this in any detail but a quick review of the thing indicates that we can prepare a sound defense.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc: L. I. Lindas

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 22, 1961

Note 3498

Oregon State Highway Commission

Re: Rex C. Ayers v. State of
Oregon, by and through its
State Highway Commission

Gentlemen:

A complaint was filed this day by Rex C. Ayers in the Circuit Court of the County of Multnomah in which he asked judgment against the State of Oregon, through its Highway Commission, in the first count in the sum of $32,320.00 and on the second count of the complaint in the sum of $5,904.54. The basis of the first cause of action is that the State did not procure the right of way so as to permit the plaintiff to proceed with the work until a total of 40 working days had elapsed which caused an additional expense of idle men and idle equipment totaling the $32,000.00.

[illegible] 22
[illegible] time
[illegible]
[illegible]
30 days add
time [illegible]

The second cause of action is based on a claim for additional material involving general excavation and special borrow material, the processing of which costs an additional $5,904.54.

This is a case of the State letting a contract in its own name to do work on a Federal-aid secondary county road.

A County-State agreement is that the Federal Government shall participate to the extent of 60 per cent, the State 20 per cent and the County 20 per cent. Our agreement further specifies that if there are any other legal

REFERRED TO
Porter.
Please give me the facts.

costs over and above the amount stated in the agreement, then the County shall have to assume payment of such costs.

I have accordingly notified the County of this claim, tendered the defense of this action to them, but also advised them that we would be willing to handle the defense for them or participate with their District Attorney if they so desired it. I further told them that should the contractor prevail in this instance, and a court of law find that such additional costs were legal costs, that we would look to the County for payment of the same.

This matter has been referred to one of our staff attorneys and I will keep you fully informed of any developments.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
G. S. Paxson
Floyd Query
C. H. Maison
Robert Y. Thornton
Tom Edwards
John Phillips
I. A. DeFrance

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 19, 1961

Hon. C. E. Effenberger
County Judge
Tillamook County Courthouse
Tillamook, Oregon

Re: Contract No. 5498
Netarts-Yager Creek Section
Rex C. Ayers, Contractor

Dear Judge Effenberger:

On December 13th of this year, we received word from Robert H. Hollister who represents Rex C. Ayers, the contractor engaged in the construction work on the Netarts-Yager Creek Section of Federal Aid Secondary Highway No. 617, that an action is going to be brought against the State of Oregon, by and through its State Highway Commission, in the sum of $38,224.54 for additional costs to the contractor for the construction of the above highway.

The agreement entered into between the State of Oregon and Tillamook County for the construction of this highway expressly provides that should there be any additional costs in this matter, the County shall pay the same.

Accordingly, the State will look to the County for the payment of the additional costs should the contractor prevail in his proposed action against the State.

In line with the agreement, I am tendering the defense of this action to the County since the County would be the one in the last analysis who would have to pay the additional costs; however, I further assure you that we are more than happy and willing to take on this defense should the County desire it. Should your District

Attorney wish to work with us in defending this, we would be very happy to have his aid and assistance.

For your information, the greater bulk of the money asked for, some $32,320.00 is based upon the failure of the County to provide the necessary right of way which caused costly construction delays.

Upon the filing of the complaint against us, I shall see that a copy of it is forwarded to you immediately.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: A. H. Tilden
H. Clay Myers
R. L. Porter

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1961
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Williams
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NOTED
W. C. WILLIAMS

May 26, 1961

Netarts-Yager Creek
Contract No. 5498
5-432 (1)

FINAL COST ANALYSIS
Grading and Surfacing
Contractor: Rex C. Ayres
Resident Engineer: Wendell E. Schwartz

Tillamook County
Prefix No. 529-1069-201(41)

Item 5498	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	1	Lump	6,500.00	3,352.56	3,352.56	6,500.00
Drainage Excav., Unclass.	283.4	Cu.Yd.	2.50	6.62	1,876.81	708.50
Special Borrow Excav., Unclass.	21,637.7	Cu.Yd.	0.45	1.16	25,171.41	9,745.97
General Excav., Unclass.	72,700.00	Cu.Yd.	0.34	0.88	63,680.19	24,718.31
Short Overhaul	216,377.7	Yd.Sta.	0.01	0.025	5,520.05	2,163.78
Long Overhaul	3,101.01	C-Yd.Sta.	0.40	1.03	3,201.62	1,240.40
Sand Subbase Furnish-Haul Incl.	9,401.4	Cu.Yd.	0.45	1.16	10,929.16	4,230.63
Finishing R.B. and Slopes	1.44	Mile	500.00	911.24	1,312.19	720.00
12" Concrete Pipe	45	Lin. Ft.	2.00	1.78	80.10	90.00
18" Concrete Pipe	458	Lin. Ft.	3.50	3.26	1,495.83	1,603.00
36" Concrete Pipe	68	Lin. Ft.	9.00	8.25	560.86	612.00
48" Concrete Pipe	112	Lin. Ft.	13.50	12.80	1,433.24	1,512.00
30" Asb.Prot.CMP	67	Lin. Ft.	10.50	9.40	629.66	703.50
48" Asb.Prot.CMP	66	Lin. Ft.	22.00	20.20	1,333.79	1,452.00
Metal Guard Rail	1,016.04	Lin. Ft.	2.19	2.20	2,235.99	2,225.13
Coarse Cr.Mat'l in Base	7,187	Cu.Yd.	2.45	2.41	17,354.29	17,608.15
3/4"-0 Mat'l in Base	2,088	Cu.Yd.	2.70	2.55	5,329.62	5,637.60
Sprinkling	22	M-Gal.	2.00	2.00	44.00	44.00
Loose Riprap	9,550	Cu.Yd.	2.40	1.78	17,033.71	22,920.00
36" Asb.Prot.CMP	180	Lin. Ft.	18.00	14.61	263.03	324.00
Additional Loose Riprap	3,207.5	Cu.Yd.	2.40	1.78	5,652.18	7,698.00

Final Cost Analysis - Contract No. 5498
Netarts-Yager Creek

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Liquidated Damages	16	Day	90.00	90.00	-1,440.00	-1,440.00
EW1 Flagging					301.82	301.82
EW@ Clean Debris					691.24	1,096.69
					$168,050.22	$112,415.48

Total Cost	$ 168,050.22
Gross Revenue	112,415.48
Net Loss	$ 55,634.74

Net Loss equals 49.5% of Gross Revenue

DETAIL OF COSTS - Contract No. 5498

Labor:		
Labor	$ 45,765.13	
Labor Insurance, Health, Welfare and Pension	8,374.64	$ 54,139.77
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	42,839.46	
Equipment Rental, Hired	20,764.00	
Gas, Oil and Grease	5,663.25	
Bond	817.50	
Drill Steel and Bits	3,218.00	
Explosives	1,316.00	
Freight and Postage	190.00	
Home Office	1,210.00	
P.L. and P.D. Insurance	1,150.00	
P.U.C.	97.00	77,265.21
Subcontractors:		
J.C. Denton	2,190.00	
Tillamook County	19,741.00	
Hocker & Adkings	10,137.64	32,068.64
Materials:		
12" Concrete Pipe	54.45	
18" Concrete Pipe	1,177.06	
36" Concrete Pipe	466.48	
48" Concrete Pipe	1,214.08	
30" Corr. Metal Pipe Asb. . Bonded	475.03	
48" Corr. Metal Pipe Asb. Bonded	1,023.00	
36" Corr. Metal Pipe Asb. Bonded	166.50	4,576.60
	TOTAL COST	$ 168,050.22

Remarks -m Contract No. 5498

This was a "Federal Aid Secondary Project" calling for the construction of 1.44 miles of highway roadbed, involving approximately 97,000 cubic yards of roadbed excavation and 15,000 cubic yards of special borrow, to construct 13,700 cubic yards of selected sand material, construct 7,940 cubic yards of stone base and shoulders and 9,550 cubic yards of loose rip rap and 1,100 linear feet of metal guard rail.

The north end of the project was at station 2+50, which station is located near Netarts on the county road leading to the Tillamook County boat landing. The south end of the project was at station 78+60, which station is located on the Cape Lookout County Road near Yager. The overall length of the project was 1.44 miles.

The project was bid May 26, 1959, awarded June 15, 1959 and work began June 22, 1959. Wet material and weather conditions combined with unstable foundation contributed to low production. Right of way problems caused slight delay. Work was completed October 22, 1960.

Equipment used on the project: three D-8's with dozers, HD-14 with carryall, blade, B22 shovel, B15 dragline, three Letourneau scrapers, three 10-yard trucks, loader, compressor power saw, miscellaneous pickups and service trucks.

Low bid prices and poor supervision contributed to excessive loss.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
MAY 25 1961

FOR FILING

S-432 (1)

5497

May 24, 1961

St. Paul Fire & Marine Insurance Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $2,246.60, which was filed with the Secretary of State on May 15, 1961, by Concrete Conduit Co., Division of American-Marietta Company, for concrete pipe furnished to Rex C. Ayers Construction Co.

This appears to be in connection with State Highway Contract (5498) No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 15, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Ray Town Sr., Concrete Conduit Co., Division of American-Marietta Company, 3841 N. Columbia Blvd., Portland 17, Oregon and filed as of this date, a notice of claim for concrete pipe in the amount of $2,246.60 against the bond taken from Rex C. Ayers Construction Co., contractor, as principal, and St. Paul Western Insurance Co., as surety, for the work on Oregon State Highway contract No. 5498, Netarts-Sand Lake Road, Netarts - Yager Creek Section of the Oregon State Highway, Tillamook County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo Stephens

Public Records Section

GS:J
Encls.

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[illegible] 2[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: Howell Appling, Secretary of State, State of Oregon:

Notice is hereby given that the undersigned, Concrete Conduit Co., Division of American-Marietta Company, in its name and as successor to Collins Concrete Conduit Co., Division of American-Marietta Company, has a claim for materials furnished by it as follows:

Concrete pipe as itemized and set forth on the attached statement and invoices in the amount of.	$2,246.60

in the sum of Two Thousand Two Hundred Forty-Six and 60/100 Dollars ($2,246.60) against the bond taken from Rex C. Ayers Construction Co., contractor, as principal, and St. Paul Western Insurance Co., as surety, for the work on Oregon State Highway contract No. 5498, Netarts - Sand Lake Road, Netarts - Yager Creek Section of the Oregon State Highway, Tillamook County, Oregon.

The said materials were furnished to Rex C. Ayers Construction Co. for the above described work, and the above balance is due and unpaid.

The above described work was completed, accepted, or abandoned not more than six months prior to the date of this notice.

Dated: May 11, 1961.

File No 3820

FILED
MAY 15 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

CONCRETE CONDUIT CO.,
Division of AMERICAN-MARIETTA COMPANY

By Ray Town Sr.

cc: Rex C. Ayers Construction Co.
St. Paul Western Insurance Co.

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MAY 12 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

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MAY 17 1961
FORM E-30X 50M 2-60 26119
FOR FILING
5-433(1)
5498

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 16, 1961

SUBJECT: Claims
Netarts-Yager Creek Section
Contract No. 5498

To:
MEMO TO THE FILES

A meeting was held in the Salem Construction Office on Friday, May 12, 1961, to discuss claims on Contract No. 5498, Netarts-Yager Creek Section of the Netarts-Sand Lake Highway. Present at the meeting and representing the contractor were:

Rex C. Ayers, Contractor
Clarence Wicks, Surety
Robert Hollister, Attorney for Contractor and Surety

The State was represented by:

L. H. Young, Assistant Construction Engineer
J. D. Walker, Division Engineer
R. D. Asburry, Assistant Division Engineer
Wendell Schwartz, Resident Engineer
Jack Solace, Legal
L. W. Rulien, Assistant Field Construction Engineer

By letter of May 3, 1961, Mr. Hollister had presented claims totaling $66,876.53 based in part on an apparent misunderstanding of our contract procedures and on alleged shortages in our quantity estimates for Item No. 3, Special Borrow Excavation, Item No. 7, Sand Subbase, Price Agreement No. 2, Additional Loose Riprap, and delays caused by lack of right of way clearance.

The meeting began by Mr. Hollister withdrawing all claims concerning Price Agreement No. 2, Additional Loose Riprap, and I believe that he also now realized that certain reconstructions of monies purportedly due in his letter of March 3, 1961 werebased on his misunderstanding of our contract procedures.

Mr. Clarence Wicks now continued the discussion by carefully avoiding the presentation of facts and figures. He showed pictures of the roadbed and sand borrow and raised the following points:

That he had consulted with local residents and had "viewed" and photographed the contractor's sand subbase source and was convinced that approximately 42,000 cubic yards was placed in the roadbed above and beyond what was paid for. (It was not made definitely clear whether this 42,000 cubic yards was total missing yardage involving Item No. 3, Special Borrow, Item No. 4, General, or Item No. 2, Sand Subbase, or what.) Mr. Wicks stated that he was on the project for about 12 days and that he had seen and measured places where the sand subbase was placed to a depth of from 12 to 24 inches and that this occurred on a section approximately 3/4 of a mile long.

Resident Engineer Schwartz replied to this and stated that it was not true and further explained that the subgrade was composed of clay and was soft and wheel ruts occurred during the hauling and placing of the sand subbase, and that in these ruts, the sand was indeed deeper than one foot but that there were compensating areas where the sand was very thin.

Mr. Wicks claimed that a cut was daylighted (Mr. Ayers agreed) and that it was not completely paid for. Mr. Schwartz denied this and stated that material was left in the daylight section and in fact it could be viewed on the ground at any time.

Various and sundry remarks and allegations were made which were not pertinent to the claim.

The matter of lost time (workdays) and lost efficiency was not taken up. It was contended that the contractor had not been able to work the job efficiently and had been penalized with workday charges for the period from June 25, 1959 to August 18, 1959 because the right of way had not all been obtained. It was pointed out that the right of way had been completely cleared on August 18, 1959, that the contractor was given 30 additional days in which to complete the contract (more than the total charges made against him to this date) and that our reports indicated that he had completed about 20 per cent of the work on the contract during the period.

Mr. L. H. Young advised the contractor and his representatives that we were interested in paying for every bit of work done on our projects, that our measurements and calculations, et cetera, were carefully taken and checked. He invited them to take any measurements they desired (preferably by a competent professional engineer) to support their contentions and advised them that our notes, et cetera, could be inspected, copied and checked by them at any time.

Mr. Young also advised that nearly all of the questions raised by the contractor could be proven by checking the project on the ground at this time and invited them to do so.

The meeting was adjourned.

Tom Edwards
Construction Engineer

By
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

cc W. C. Williams
Forrest Cooper
L. I. Lindas
J. D. Walker
W. E. Schwartz

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MAY 17 1961
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STATE [illegible] ER

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APR 10 1961
FOR FILING

COMMISSIONERS
E. K. CHAIVOE, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

x-432(1)
5499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 6, 1961

Mr. Robert H. Hollister
Hollister and Thomas
Attorneys at Law
825 Failing Building
Portland 4, Oregon

Re: Contract No. 5498
Netarts-Yager Creek Section

Dear Sir:

We have your letter of March 3, 1961 on behalf of Mr. Rex C. Ayers making claim against the State in the amount of $66,876.53 allegedly due on Contract No. 5498, "Netarts-Yager Creek".

1. The first claim listed is for $21,600.00 on Price Agreement No. 2, "Additional Loose Riprap". You state that work done on this Price Agreement was omitted from the final estimate. We find that all work performed was included on the final estimate, paid for, and consisted of 3,207.5 cubic yards at $2.40 per yard for a total of $7,698.00.

2. You reconstruct an itemization of monies due (including the above) and totaling $18,781.53. This reconstruction indicates a misunderstanding of our contracts and special provisions. Final payments are not based on either the original total contract price or the estimated quantities shown for individual items. Work performed for each item is carefully measured and checked in accordance with the methods specified for each item. In regard to this, please refer to the paragraphs entitled "Measurement and Payment" listed in the contract for each bid item. Article 1.3.2 of the General Provisions sheds more light on the matter. I can only advise that all payments due for work performed on this contract have been made.

3. You list a claim of $19,035.00 for a "shortage" of 42,300 cubic yards of Special Borrow Excavation, Item 3 in the contract. The estimated quantity in the contract for this item is 15,000 cubic yards and the work as measured comes to 21,657.7 cubic yards and payment has been made for the measured amount.

4. You list a claim of $3,600.00 for a "shortage" of 8,000 cubic yards of Sand Subbase, Item 7 in the contract. The estimated quantity in the contract for this item is 13,700 cubic yards and the work as measured comes to 9,401.4 cubic yards and payment has been made for the measured work.

5. You list a claim of $772.00 per working day for the period June 25th to August 20th during which period you allege that the contractor could not work due to lack of right of way clearance. This is not based on fact. The contractor moved onto the project and began work on June 22, 1959 and worked productively through Wednesday, August 12th. Our records do indicate that a right of way delay occurred and affected the contractor's operation for four days, August 13, 14, 17, and 18, 1959. Production during this period of four days is listed as 40 per cent due to lack of right of way clearance. I wish to point out that the number of workdays allowed for this project was increased from 70 to 100, or an addition of 30, which should constitute a very fair and reasonable compensation for the delay listed.

6. You protest the liquidated damages in the amount of $1,440.00 assessed the contractor for failure to complete the project on time. Please refer to the above-listed 30 days' extension of workday count.

In summary, please be advised that your listed claims have been checked and considered. We do not find these claims valid and must, therefore, deny any future payments. If you wish to arrange an interview, we would be most happy to discuss these items further.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

LWR:fp:jw

cc Forrest Cooper
L. I. Lindas

CONFIDENTIAL--MAY BE LITIGATI

CONSTRUCTION DIVISION
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FORM E-30 90M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1961

To: Mr. Tom Edwards
Construction Engineer
Department

SUBJECT:
Assignment No. 417 Y
Netarts-Yager Creek Section
Netarts-Sand Lake Road
Contract No. 5498

The claim on the subject contract as presented by Hollister & Thomas, representing Rex C. Ayers, Contractor, and his surety, the St. Paul Fire & Marine Insurance Company, has been carefully evaluated by this office. It is the opinion of this office that there are no just reasons for additional monies to be paid and that the claim be denied in its entirety.

The allegation that Price Agreement No. 2, "Additional Loose Riprap", was omitted from the final estimate is erroneous. It was included on the estimate sent to the contractor and/or his surety. It was shown as "Additional Loose Riprap" but the prefix "Price Agreement" or "P.A." was left off and the figure 121 substituted. The original estimate for this Price Agreement was for 9,000 cubic yards but only 3,207.5 cubic yards as shown on the estimate were needed and used. All items of work performed by the contractor have been included on said estimate in accordance with the specifications.

Apparently the originators of the claim have lost sight of the precepts contained in Section 1-3-2 of the General Provisions and have assumed that the contract amount is a definite amount rather than an approximation and are claiming pay for estimated amounts rather than actual work performed where the estimated amount is more than the amount performed. The following is a tabulation of the estimated amounts compared with the amounts actually earned and included in the estimate:

	Estimated Amount	Amount Performed
Contract Items	$109,314.50	$104,434.97
Directional Signing	100.00	------
Flagging, State's Share (EWO #1)	200.00	301.82
P.A. #1, 36-inch Asbestos Protected C.M.P.	324.00	324.00
P.A. #2, Additional Loose Riprap	21,600.00	7,698.00
Remove Debris (EWO #2)	800.00	1,096.69
	$132,338.50	$113,855.48
Time Penalty		1,440.00
Total Due		$112,415.48
Total Paid		$112,415.48

No data was submitted with the claim showing how they arrived at the alleged shortage in the Special Borrow Excavation and the Sand Base items. The specifications specify that the Special Borrow material shall be paid for in the original position. The quantity shown on the estimate was calculated from field measurements taken before and after the work was performed. The specifications specify that the Sand Base material shall be paid for in place in final position as determined by cross-section measurement of the completed subbase to be limited to the neat lines of specified cross-section. The calculations for these items have all been checked so I can see no reason to presume that the allegation is valid.

The plans show the cut from Station 6+75 to Station 8+75 to be daylighted on the right. The contractor left this daylighting until the last. He was using this material to finish the grade. Material too wet to use for finishing the grade was encountered so permission was given the contractor to leave some of the material in the daylight area and substitute sand for the same or General Excavation price. Some 688.7 cubic yards of sand was placed under this method and paid for as General Excavation.

The claim for equipment rental and wages incurred from July 25 to August 20 due to right of way difficulty is unfounded. It is true that some of the right of way was not available to him until August 17 but during this period there was sufficient work available to the contractor to keep all of the equipment he had on the project busy. According to the weekly reports this equipment worked, weather permitting, throughout this period.

The allegation that the 16-day overrun of time--for which liquidated damages were assessed--would not have been necessary except for the delay from July 25 to August 20 is also unfounded. As of August 19, 30 work days were charged to the job. The Commission later extended the limiting number of work days by 30, thereby giving back this 30 days even though the contractor had worked on the project at normal capacity throughout the entire period.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

HOLLISTER & THOMAS
ATTORNEYS AT LAW
[illegible] FAILING BUILDING
PORTLAND 4, OREGON

ROBERT H. HOLLISTER
WILLIAM F. THOMAS

EDWARD H. MURPHY

TELEPHONE
CAPITOL 8-6321

March 3, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. [illegible],
Secretary

Re: Contract No. 5498 Netarts-[illegible] Creek
Roy C. Ayers, Contractor

Gentlemen:

This office represents Rex C. Ayers, Contractor on the above job, and his surety, the St. Paul Fire & Marine Insurance Company.

Mr. Ayers has signed, under protest, and herewith returns to you his protested final estimate showing an alleged balance due of $2,612.49. It would appear that numerous items have been omitted from this final estimate, the principal one being price agreement No. 2 dated August 14, 1959, for an additional 9000 cubic yards of riprap at $2.40 per cubic yard, for a total of $21,600.00.

Subject to other matters which will be mentioned hereafter, we would reconstruct the amount due as follows:

Original contract price	109,314.50
Allowed for cleaning debris	1,096.69
Allowed for flagging	301.82
Allowed for metal pipe	324.00
Extra riprap as above	21,600.00
Total due	132,637.01
Total paid (including final estimate)	112,415.48
Gross due	20,221.53
Penalty	1,440.00
Net due	18,781.53

RECEIVED
MAR 7 1961
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Final estimate #12 sent to Acctg Div 3-8-61

The net due is exclusive of the final estimate of $3,612.49 so that the total amount due at this time should be $22,394.02.

In addition to the above, Mr. Ayers claims a sum of $19,035.00 for a minimum shortage of 42,300 yards under Item 3, being special borrow excavation and $3,600.00 for a minimum shortage of 8,000 yards under Item 7, which is sand subbase.

In addition to the above claims, Mr. Ayers hereby makes claim against you for expenses incurred by him in delay caused by you from June 25 to August 20, which delay was apparently caused by a lack of proper clearance with the property owners involved. During this delay period, Mr. Ayers' expenses of equipment charge, rental and wages were going on at the approximate rate of $772.00 per working day.

In addition to the aforesaid, liquidated damages of $1,440.00 were charged against Mr. Ayers for 16 days over the time limit which liquidated damages would not have been necessary except for the initial delay from June 25 to August 20. Mr. Ayers therefore protests the liquidated damages charged against him and makes claim for reimbursement.

These claims are made pursuant to Page 5 (Orange Pages) contained in the Pamphlet entitled Special Provisions for Highway Construction. Unless we hear from you to the contrary, we will assume that this letter complies with all the requirements for notifying you of claims of error or omissions in final estimate. Should you desire any further information or particularization, please advise what you need and we will attempt to furnish same forthwit.

As I compute the above figures, they would total $70,489.02 of which $3,612.49 is admittedly owing under the final estimate leaving a net claim for additional monies of $66,876.53.

Very truly yours,

HOLLISTER & THOMAS

Robert E. Hollister

[illegible]cal

RECEIVED
MAR 28 1961
FOR FILING

S-432(1)

5498

March 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1960, on Contract No. 5498, Netarts-Yeager Creek Section, in Tillamook County, in connection with Federal Aid Project No. S-432(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
MAR 17 1961

FOR FILING

2.432(1)

5498

T

March 16, 1961

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
200 Mills Building
220 Montgomery Street
San Francisco 6, California

Gentlemen:

The Secretary of State has informed us that the claim of Crown Zellerbach Corporation, Portland, in the amount of $108.72, against Rex C. Ayers Construction Co. on State Highway Contract No. 5498 has been filed in his office on March 15, 1961, his File No. 3796.

A description of this claim was outlined in our letter to you of March 14.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
RC

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter in the amount of $108.72, received from Crown Zellerbach Corporation, Portland, for rock furnished to Rex C. Ayers dba Rex C. Ayers Construction Company.

This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File #3796

FILED
MAR 15 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 15 1961
H APPLING,
TARY OF STAT

RECEIVED
MAR 17 1961
FOR FILING

S-432(1)

5498

March 16, 1961

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
200 Mills Building
220 Montgomery Street
San Francisco 6, California

Gentlemen:

We have been informed by the Secretary of State that the claim of the Tillamook County Court, Tillamook, in the amount of $23,559.73, against Rex C. Ayers Construction Co. on our contract No. 5498 was filed in his office on March 15, 1961, under his file No. 3795.

A description of this claim was given to you in our letter of March 14.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

fp

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

We are forwarding to you a claim letter and attached statement for filing, in the amount of $23,559.73, received from the Tillamook County Court, Tillamook, for labor and material supplied to Rex C. Ayers Construction Co.

This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Hon. O. E. Effenberger
County Judge
Tillamook County Court
Tillamook, Oregon

RECEIVED
MAR 15 1961
H [illegible] APPLING,
[illegible]

File # 3795

FILED
MAR 15 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1961
FOR FILING

S-432 (1)
5498

March 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter in the amount of $108.72, received from Crown Zellerbach Corporation, Portland, for rock furnished to Rex C. Ayers dba Rex C. Ayers Construction Company.

This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
lc

RECEIVED
MAR 15 1961
FOR FILING

2-432 (1)
5498

March 14, 1961

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
200 Mills Building
220 Montgomery Street
San Francisco 6, California

Gentlemen:

A claim letter dated March 9, 1961, has been received from Crown Zellerbach Corporation, Portland, advising that Rex C. Ayers Construction Company owes them for rock furnished on State Highway Contract No. 5498.

This appears to be in connection with our Contract No. 5498 with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy for your files.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

NOTED ON CARD
dc

Rex C. Ayers Construction Company
7305 N. E. 29th Ave.
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAR 15 1961

FOR FILING
8-432 (1)

5499

T

March 14, 1961

Crown Zellerbach Corporation
Public Service Building
Portland 4, Oregon

Attention: Mr. G. S. Patrick
Land & Tax Department

Gentlemen:

This is to acknowledge receipt of your claim letter of March 9 in the amount of $108.72 for rock furnished to Rex C. Ayers dba Rex C. Ayers Construction Company. You state that this claim is in reference to State Highway Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

March 9, 1961

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

Notice hereby is given that the undersigned, CROWN ZELLERBACH CORPORATION, a Nevada corporation, duly authorized to transact business in the State of Oregon, has a claim for rock furnished to Rex C. Ayers, d/b/a Rex C. Ayers Construction Company, by Claimant, and used in the work of said Construction Company on the Netarts-Yager Creek Section of the State Highway in Tillamook County, Oregon (Contract No. 5498), in the sum of $108.72 against the bond taken from said Construction Company and St. Paul Fire & Marine Insurance Co. for the work of construction or repairing said section of the state highway by the said Construction Company under said Contract No. 5498.

DATED at Portland, Oregon, this 9th day of March, 1961.

CROWN ZELLERBACH CORPORATION

By G S Patrick
G. S. Patrick
Land & Tax Department

GSP:a

RECEIVED
MAR 15 1961
FOR FILING

8-432(1)

5498

March 14, 1961

Tillamook County Court
Tillamook
Oregon

Attention: Hon. O. E. Effenberger
County Judge

Dear Judge Effenberger:

This is to acknowledge receipt of your letter of March 8 and attached itemized statement in the amount of $23,559.73 for labor and material supplied to Rex C. Ayers Construction Co. on State Highway Contract No. 5498.

Our records indicate this to be in connection with our Contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

I am sorry that I missed seeing you when you were in the office the other day. We have reviewed your letter and it explains your claim very thoroughly. So that there will be no misinterpretation of the law, we are forwarding it to the Secretary of State for filing.

In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Mr. J. D. Walker

NOTED ON CARD
dc

March 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

We are forwarding to you a claim letter and attached statement for filing, in the amount of $22,559.73, received from the Tillamook County Court, Tillamook, for labor and material supplied to Rex C. Ayers Construction Co.

This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Hon. O. E. Effenberger
County Judge
Tillamook County Court
Tillamook, Oregon
Mr. J. D. Walker

NOTED ON [illegible]
dc

CWH:fp

March 14, 1961

St. Paul Fire & Marine Insurance Company
200 Mills Building
220 Montgomery St.
San Francisco 6, California

Gentlemen:

A claim letter dated March 8, 1961, with attached statement has been received from Tillamook County Court, Tillamook, advising that Rex C. Ayers Construction Co. owes them for labor and material, in the sum of $23,559.73.

This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it with itemized statement for your records.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Secretary

Enc.
CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland, Oregon

Hon. O. E. Effenberger
County Judge
Tillamook County Court
Tillamook, Oregon

Commissioners
W. C. Williams
Forrest Cooper

Mr. J. D. Walker

CWH:fp

A. H. Tilden, County Commissioner
H. Clay Myers, County Commissioner

TILLAMOOK COUNTY
O. E. EFFENBERGER, County Judge
TILLAMOOK, OREGON

March 8, 1961

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

The Tillamook County Court requests that a claim be filed against Rex C. Ayers Construction Company for labor and material supplied on a sub-contract between Tillamook County and Mr. Ayers on Contract #5498 for construction of the Netarts-Yager Creek Section of the Netarts-Sandlake County Road (FAS 617).

A copy of the itemized statement which was sent to Rex C. Ayers Construction Company and to St. Paul Fire and Marine Insurance Company, with whom Mr. Ayers was bonded on this contract is attached.

Copies of the assignment release and itemized statement were mailed to the bonding company January 24, 1961, as requested in their letter dated January 16, 1961, but to date Tillamook County has received no payment on this contract.

Yours very truly,

TILLAMOOK COUNTY COURT

O.E. Effenberger
County Judge

A.H. Tilden
County Commissioner

H. Clay Myers
County Commissioner

cc: Mr. J. D. Walker
Oregon State Highway Department

A. H. Tilden, County Commissioner
H. Clay Myers, County Commissioner

TILLAMOOK COUNTY
O. E. EFFENBERGER, County Judge
TILLAMOOK, OREGON

October 25, 1960

TO:

Rex C. Ayres Construction Company

Tillamook County submits the following statement in connection with material and equipment furnished on Netarts-Yager Creek Road.

Crushed Base Rock	7,158 yds	@ $2.00	$14,374.00
Rip Rap Rock	655.2 yds	1.68	1,100.73
3/4 minus crushed	2,088 yds	2.50	5,220.00
Back Hoe	26 hrs	8.00	208.00
Roller	41 hrs	8.00	328.00
Cat	5 hrs	12.00	60.00
Crane	5 hrs	22.00	110.00
Crane (moving both ways)	2 hrs	5.00	10.00
Flat Bed Dump	15 hrs	5.00	75.00
Hand Labor	92 hrs	2.50	230.00
Water Wagon	22,000 gals	2.00	44.00
Spread rock Flat Rate			1,800.00
			$23,559.73

RECEIVED
MAR 8 1961

FOR FILING

A-432 (1)

5498

March 8, 1961

Hollister & Thomas
Attorneys at Law
825 Failing Building
Portland 4, Oregon

Attention: Mr. Robert H. Hollister

Gentlemen:

This is to acknowledge your letter of March 3, received yesterday, protesting the final estimate amount on Rex C. Ayers contract No. 5498.

The final estimate, which had been signed by Mr. Ayers and attached to your letter, has been forwarded to the Accounting Division.

A copy of your letter that outlines the amount you feel is due Mr. Ayers has been sent to Mr. W. C. Williams, State Highway Engineer, for his information and whatever action may be necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: W. C. Williams

HOLLISTER & THOMAS
ATTORNEYS AT LAW
828 FAILING BUILDING
PORTLAND 4, OREGON

ROBERT H. HOLLISTER
WILLIAM F. THOMAS
EDWARD N. MURPHY

TELEPHONE
CAPITOL 3-6323

March 3, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query,
Secretary

Re: Contract No. 5498 Netarts-Yager Creek
Roy C. Ayers, Contractor

Gentlemen:

This office represents Rex C. Ayers, Contractor on the above job, and his surety, the St. Paul Fire & Marine Insurance Company.

Mr. Ayers has signed, under protest, and herewith returns to you his protested final estimate showing an alleged balance due of $3,612.49. It would appear that numerous items have been omitted from this final estimate, the principal one being price agreement No. 2 dated August 14, 1959, for an additional 9000 cubic yards of riprap at $2.40 per cubic yard, for a total of $21,600.00.

Subject to other matters which will be mentioned hereafter, we would reconstruct the amount due as follows:

Original contract price	109,314.50
Allowed for clearing debris	1,096.69
Allowed for flagging	301.82
Allowed for metal pipe	324.00
Extra riprap as above	21,600.00
Total due	132,637.01
Total paid (including final estimate)	112,415.48
Gross due	20,221.53
Penalty	1,440.00
Net due	18,781.53

RECEIVED
MAR 7 1961
OREGON
STATE HIGHWAY COMMISSION

Final estimate #12 sent to Acctg Div 3-8-61
F.Q.

The net due is exclusive of the final estimate of $3,612.49 so that the total amount due at this time should be $22,394.02.

In addition to the above, Mr. Ayers claims a sum of $19,035.00 for a minimum shortage of 42,300 yards under Item 3, being special borrow excavation and $3,600.00 for a minimum shortage of 8,000 yards under Item 7, which is sand subbase.

In addition to the above claims, Mr. Ayers hereby makes claim against you for expenses incurred by him in delay caused by you from June 25 to August 20, which delay was apparently caused by a lack of proper clearance with the property owners involved. During this delay period, Mr. Ayers' expenses of equipment charge, rental and wages were going on at the approximate rate of $772.00 per working day.

In addition to the aforesaid, liquidated damages of $1,440.00 were charged against Mr. Ayers for 16 days over the time limit which liquidated damages would not have been necessary except for the initial delay from June 25 to August 20. Mr. Ayers therefore protests the liquidated damages charged against him and makes claim for reimbursement.

These claims are made pursuant to Page 5 (Orange Pages) contained in the Pamphlet entitled Special Provisions for Highway Construction. Unless we hear from you to the contrary, we will assume that this letter complies with all the requirements for notifying you of claims of error or omissions in final estimate. Should you desire any further information or particularization, please advise what you need and we will attempt to furnish same forthwit.

As I compute the above figures, they would total $70,489.02 of which $3,612.49 is admittedly owing under the final estimate leaving a net claim for additional monies of $66,876.53.

Very truly yours,

HOLLISTER & THOMAS

Robert H. Hollister
Robert H. Hollister

RHH:ml

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FEB 23 1961

FOR FILING

8-432 (1)

5498

February 23, 1961

Mr. S. W. Howell
Crown Zellerbach Corp.
Box 513
Tillamook, Oregon

Dear Mr. Howell:

This is in reference to your February 22, 1961 telephone call which had to do with a claim of your company against Rex C. Ayers Construction Co. Rex C. Ayers was the State's contractor on the Netarts-Yager Creek Section in Tillamook County, Contract 5498.

On this date there is a final payment of $3,612.49 due Mr. Ayer's assignee, St. Paul Fire & Marine Insurance Co., which will be released when they have signed and returned the final payment voucher.

Oregon revised Statute 279.526 provides a remedy for making recovery against public works contractors by, in this case, filing a notice of claim with the Secretary of the Highway Commission within six months after the completion of the work (This contract was completed on October 27, 1960). If such notice is filed within the specified time limit, the claimant has a cause of action against the contractor's bondsman.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: Floyd Query

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FEB 3 1961

FOR FILING

8-432 (1)

5498

February 2, 1961

Hollister & Thomas
Attorneys at Law
825 Failing Building
Portland 4, Oregon

Attention: Mr. Robert H. Hollister

Gentlemen:

This is to acknowledge your letter of January 25 and the attached agreement of your clients, Hoecker & Adkins, which reduces the amount of their claim from $4,272.86 to $224.46. Our records indicate that this claim was for hauling of rock in connection with the Rex C. Ayers Construction Co. Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Hoecker & Adkins filed their claim, which was in the amount of $4,272.86, with the Secretary of State on December 21, 1960, his file #3746.

This information will be noted in our records and we will advise the surety and the contractor of this partial release.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

RECEIVED
FEB 3 1961
FOR FILING

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5495

February 2, 1961

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

We have received a letter dated January 25 from Hollister & Thomas, attorneys, Portland, on behalf of their clients, Hoecker & Adkins, and an attached agreement reducing the amount of their claim to $244.46. This appears to be in connection with State Highway Contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Our records indicate that on December 21, 1960, they filed a claim, in the amount of $4,272.86, with the Secretary of State, his File No. 3746. This was for hauling of rock on the Rex C. Ayers Construction Co. contract.

We are attaching photocopies of the attorneys' letter and the partial release agreement of Hoecker & Adkins.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

Enc.

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1961

SUBJECT: Claim by Hoecker & Adkins
Netarts-Yager Creek Section
Sand Lake County Road (Tillamook County)
Contract No. 5498

To: Mr. Floyd Query
Secretary
State Highway Commission

Attached please find letter from Hollister & Thomas, Attorneys representing a claim placed against the subject contract. Also attached is an agreement between the parties concerned wherein the claim has been greatly reduced.

Would you kindly see that this information gets to the correct parties.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

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7 G

NOTED
C. W. HEAD

HOLLISTER & THOMAS
ATTORNEYS AT LAW
825 FAILING BUILDING
PORTLAND 4, OREGON

ROBERT H. HOLLISTER
WILLIAM F. THOMAS

EDWARD N. MURPHY

TELEPHONE
CAPITOL 3-6323

January 25,1961

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. David Walker
Division Engineer

Re: Rex C. Ayers- Contract No. 5498
Netarts-Yager Creek Section

Gentlemen:

In the above captioned matter and relative to a claim by Hoecker & Adkins, I enclose herewith for your information an Agreement wherein Hoecker & Adkins reduced the amount of their claim to $224.46. Hoecker & Adkins were not certain whether they had filed a notice, or a lien, or just a notice of claim, but the enclosed instrument, executed by them, is intended to constitute a release and waiver of a substantial portion of their claim. If you need any other instruments to effectively release and waive this substantial portion of their claim, please advise, and we will attempt to obtain same.

Very truly yours,

HOLLISTER & THOMAS

Robert H. Hollister
Robert H. Hollister

Encl.
RHH:md

AGREEMENT

To the State of Oregon, its officers, agents, departments, commissions and subdivisions and to all other persons unto whom this instrument shall become known:

WHEREAS the undersigned E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins, co-partners doing business as Hoecker & Adkins, have heretofore acted as a hauling contractor for Rex C. Ayers on a certain highway construction project known to the Oregon State Highway Commission and Rex C. Ayers as Contract No. 5498, Netarts-Yeager Creek Section and

WHEREAS upon December 20, 1960, the undersigned did sign and thereafter file with the Secretary of State of the State of Oregon a Notice of Claim for such hauling work in the amount of $4272.86 and a Stop Notice and other documents and or instruments to protect and secure the payment of such claim

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, the undersigned do hereby release said Notice of Claim and release said Stop Notice and release all other documents and/or instruments heretofore executed by the amount of $4048.40 and direct that none of said documents and/or instruments shall have any force, effect or validity over and above the sum of $224.46 and that said documents and instruments shall have force and effect and validity only as to the reduced amount of $224.46 which reduced amount of $224.46 is in dispute and yet to be proven as a valid claim.

This is a partial release only and is given, received and taken without prejudice of any kind as to the disputed balance of $224.46 but as to the amount of $4048.40 this instrument is a full and complete release, satisfaction, discharge and waiver and shall be for and inure to the benefit of Rex C. Ayers and St. Paul Fire & Marine Insurance Company.

Dated at Portland, Oregon, this 24 day of January, 1961.

E. E. Hoecker
E. E. Hoecker

Carl H. Hoecker
Carl H. Hoecker

Charles H Adkins
Charles H. Adkins

STATE OF OREGON)
) ss.
County of Multnomah)

BE IT REMEMBERED, that on this 24 day of January, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named E. E. HOECKER, CARL H. HOECKER and CHARLES H. ADKINS, who are known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal, this day and year last above written.

Louis Stern
Notary Public for Oregon
My commission expires: 6/15/64

RECEIVED
JAN 31 1961
FOR FILING

2-432 (1)

5494

January 30, 1961

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
220 Montgomery St.,
San Francisco 6, California

Gentlemen:

State Highway contract #5498 for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Road in Tillamook County was completed by the contractor, Rex C. Ayers Const. Co., on October 22, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $3,612.49 will be released to the contractor, assigned to the St. Paul Fire & Marine Ins. Co., on or after February 9, 1961. The total contract amount is $112,415.48, of which amount $1,398.51 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Rex C. Ayers Const. Co.,
7305 NE 29th Avenue
Portland, Oregon

RECEIVED
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FOR FILING

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5498

January 5, 1961

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $4,272.86 which has been filed with the Secretary of State by E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins for hauling rock for Rex C. Ayers Construction Co. This is Secretary of State File No. 3746.

This appears to be in connection with Rex C. Ayers Construction Co. Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

NOTED ON CARD
Dc

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

December 21, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

5498

Dear Mr. Query:

We have received from Louis Stern, attorney, 1002 Portland Trust Bldg., 319 S. W. Washington Street, Portland 4, Oregon, and filed as of this date, a notice of claim by E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins for hauling rip-rap rock by E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins for Rex C. Ayers dba Rex C. Ayers Construction Company in the sum of $4,272.86 against the bond taken from Rex C. Ayers Construction Company and St. Paul Fire and Marine Insurance Company for the highway construction on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road for the Oregon State Highway Commission

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:J
Encls.

RECEIVED
JAN [illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO THE SECRETARY OF STATE OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, E. E. HOECKER, CARL H. HOECKER and CHARLES H. ADKINS have a claim forhauling rip-rap rock by E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins for Rex C. Ayers, doing business as Rex C. Ayers Construction Company in the sum of $4,272.86 against the bond taken from Rex C. Ayers doing business as Rex C. Ayers Construction Company and St. Paul Fire and Marine Insurance Company for the work of hauling said rip-rap rock for Rex C. Ayers doing business as Rex C. Ayers Construction Company for the highway construction on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road for the Oregon State Highway Commission.

DATED at Portland, Oregon, this 20th day of December, 1960.

E. E. Hoecker
E. E. HOECKER

Carl H. Hoecker
CARL H. HOECKER

Charles H. Adkins
CHARLES H. ADKINS

File # 3746

FILED
DEC 21 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 21 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 27 1960
FOR FILING
432(1)
5498

December 23, 1960

Louis Stern
Attorney at Law
1002 Portland Trust Building
Portland 4, Oregon

Dear Mr. Stern:

This is to acknowledge your letter of December 19, 1960 on behalf of your clients E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins advising that they were subcontractors of the Rex C. Ayers Construction Company on the state highway contract 5498, grading-stone base, on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

You state that Rex C. Ayers Construction Company owes your clients in amount of $4,272.86 for services rendered in connection with this contract.

This contract was completed October 22, 1960, and was accepted by the Highway Commission on November 3, 1960.

The St. Paul Fire & Marine Insurance Company through Jewett, Barton, Leavy and Kern, Lewis Building, Portland, furnished the Performance Bond which is given to assure completion of the contract and payment of all bills incurred in it. If your clients wish to protect their claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

You are, no doubt, familiar with the filing of claims; however, for your ready reference we are attaching excerpts from Oregon laws outlining the filing procedure. In the meantime this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
lc

CWH:mb
Enc.

December 23, 1960

St. Paul Fire & Marine Insurance Company
200 Mills Building
220 Montgomery Street
San Francisco 6, California

Gentlemen:

A letter has been received from Louis Stern, Attorney at Law, 1002 Portland Trust Building, Portland, advising that Rex C. Ayers Construction Company owes his clients, E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins, in amount of $4,272.86 on state highway contract 5498.

This appears to be in connection with the Rex C. Ayers Construction Company's contract for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

We provide this information as your company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:mb

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

NOTED ON CARD
dc

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

PHONE CAPITOL 6-7111

LOUIS STERN
ATTORNEY AT LAW
1002 PORTLAND TRUST BLDG.
319 S. W. WASHINGTON STREET
PORTLAND 4, OREGON

December 19, 1960

State Highway Commission
Salem, Oregon

Attention: Lloyd Query

Gentlemen:

I have been retained by E. E. Hoecker, Carl H. Hoecker and Charles H. Adkins who are the subcontractors of the Rex C. Ayers Construction Company. Rex C. Ayers Construction Company were the prime contractors on a road job known as Netarts-Yager Creek section of Netarts-Sand Lake County road, job ~~#5489.~~ #5498

I have been advised by my clients that they have completely concluded their portion of the contract, and that the Rex C. Ayers Company is still indebted to them in the amount of $4,272.86 for said work. This letter is forwarded in order to advise you of this indebtedness.

In the event you require any other information, please let me know immediately.

Very truly yours,

Louis Stern
Louis Stern

[illegible] please handle

LS:dr

RECEIVED
. 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 28 1960
FOR FILING
1-432 (1)

5498

December 21, 1960

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
220 Montgomery St.,
San Francisco 6, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rex C. Ayers Const. Co., on contract #5498 for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Road in Tillamook County.

This payment, in the amount of $17,479.57, will be released to contractor, assigned to the St. Paul Fire & Marine Ins. Co., on or after December 30, 1960. The retained percentage is $3,321.79.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Rex C. Ayers Const. Co.,
7305 NE 29th Avenue
Portland, Oregon

Form E—(Rev.)—

S-432(1)
5494

529-1069

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 10, 1960

Section Netarts-Yager Creek

Kind of work Grading & Stone Base

Highway Netarts-Sandlake County Tillamook

Section prefix 529-1069

Contractor Rex C. Ayers Const. Co.

Contract number 5498

Date of contract June 15, 1959

Specified work days 100

Date work started June 22, 1959

Work days used 116

Project authorization $ 123,316.31

Exclusive of engineering $ 114,547.15

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering $ 113,566.03

XXXXXXXX per cent XXXXXXXX underrun 0.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 8,769.16

Engineering cost to date $ 9,091.20, 103.7 %

Date project was completed October 22, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Two men in the office four days this week on the semi-final estimate. Semi-final estimate delivered to the division office in Salem on Friday, Dec. 9.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
DEC 12 1960
NOTED—

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

Note
M. N. Juvé

NOTED
C. E. PAULSEN

Signed

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.44	1.44			
Miles partially completed					
Miles completed	1.44	1.44			
Total estimated quantities (contract)	125,900	7,940			
Total quantities corrected to date					
Estimated quantities moved or placed to date	103,071.3	9,275			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair & cold		
Tuesday	fair & cold		
Wednesday	fair & cold		
Thursday	fair & cool		
Friday	fair & cool		
Saturday			

RECEIVED
DEC 6 - 1960
FOR FILING
5498

December 6, 1960

Mr. George R. Waldum
Attorney at Law
712 Swetland Building
Corner S. W. 5th & Washington
Portland 4, Oregon

Dear Sir:

This is to acknowledge your letter of December 2 concerning the Rex C. Ayers Construction Co. Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Attached is a photocopy of Price Agreement No. 2 pertaining to the furnishing and placing of loose riprap. This will give you the answers to most of your questions as outlined in the second paragraph of your letter.

The amounts paid on this item are as follows:

Estimate No. 10 - work done to October 10, 1960

Paid on Item No. 19(Loose Riprap),	9,550 cu. yds. -	$22,920
Paid on Price Agreement No. 2	2,200 cu. yds. -	5,280

Anticipated 800 cu. yds. to complete, as of Oct. 10, 1960.

We hope this will give you the necessary information which you desire.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH;fp

PHONE CA 8-7365

712 SWETLAND BUILDING
CORNER S.W. 5TH AND WASHINGTON

GEORGE R. WALDUM
ATTORNEY AT LAW
PORTLAND 4, OREGON

December 2, 1960

State of Oregon
Oregon State Highway Department
Salem, Oregon

re: Contract No. 5498
Netarts-Sand Lake Section:
Netarts-Yager Creek, in
Tillamook County
Contractor: Rex C. Ayers Const. Co.

Gentlemen:

Please be advised that I represent Mr. Frank Privara in regard to a suit that is coming up for trial in the very near future, and I would appreciate it if you could furnish me with certain information.

First, you have furnished me already certified copy of the original contract and bond; but I understand there was an additional Work Order for Rip Rap furnished by the Rex C. Ayers Contruction Company. Could you give me the amount that was ordered; the date; what the price was; what this was to include (whether hauling was to be included); and what Mr. Ayers was paid.

F.A. #2

If you could answer these questions for me, and I could have a quick reply, it would be very much appreciated. Thank you very kindly for your cooperation.

Yours very truly,

GEORGE R.WALDUM

GRW:vmc

Alc, please reply
TG

Est #10. Thru to 10-10-60
Paid on Item #19 9,550 cu.yds. $22,920.00
Paid on F.A. #2 2,200 - 5,280.00
[illegible] 800 cy

RECEIVED
DEC - 5 1960
OREGON
STATE HIGHWAY COMMISSION

Completed 10/22/60
Accepted 11/3/60

RECEIVED
OCT 31 1960
FOR FILING

S-432(1)

5498

October 28, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1960, on Contract No. 5498, Netarts-Yeager Creek Section, in Tillamook County, in connection with Federal Aid Project No. S-432(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
OCT [illegible] 1960
FOR FILING
S-432 (c)

5498

October 27, 1960

Union Oil Company of California
Yeon Building
Portland 8, Oregon

Gentlemen:

This is to supersede our letter of October 26 concerning the completion status of Rex C. Ayers Contract No. 5498.

Our Construction Division has just informed us that this project was completed October 22, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
OCT [illegible] 1960
FOR FILING

5-432 (1)

5498

H

October 26, 1960

Union Oil Company of California
Yeon Building
Portland 8, Oregon

Attention: Mr. J. G. Mertz
Credit Department

Gentlemen:

This is to acknowledge receipt of your letter of October 25 concerning the completion status of Rex C. Ayers Contract No. 5498.

Our Construction Division reports that this project was approximately 98% complete as of October 21, 1960. The anticipated completion date is November 1, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Union Oil Company of California

YEON BUILDING PORTLAND 8, OREGON

October 25, 1960

Oregon State Highway Commission
Salem, Oregon

Contract #5498
Contractor: Rex C. Ayers
Construction Company

Gentlemen:

Please advise if Contract #5498 has been completed and accepted. We enclose a postage paid envelope for your convenience in replying. Thank you very much.

Sincerely yours,

JGMertz

Credit Department

JGM:nlw
J. G. Mertz

98% as of Oct. 21st

RECEIVED
OCT 26 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1960
FOR FILING

[illegible](1)

541

October 10, 1960

St. Paul Fire & Marine Insurance Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A letter, dated October 5, has been received from Harding & Mutsen Construction Company, Rt. 2, Box 180, Sandy, advising that Rex C. Ayers Construction Co. owes them $2,400.00 for labor and materials furnished on Contract No. 5498. This appears to be in connection with Rex C. Ayers Construction Co. contract for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD

RECEIVED
OCT [illegible] 1960
FOR FILING

3-432(1)

5418

October 10, 1960

Harding & Hutson Construction Company
Rt. 2, Box 180
Sandy, Oregon

Attention: Mr. Warren Harding
President

Gentlemen:

This is to acknowledge receipt of your letter of October 5, stating that Rex C. Ayers Construction Co. owes you for labor and materials in the amount of $2,400.00, furnished on State Highway Contract No. 5498. Our records indicate this to be Rex C. Ayers Construction Co. contract for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Our Construction Division has informed us that this contract is approximately 85 percent complete. The St. Paul Fire & Marine Insurance Co., through Jewett, Barton, Leavy & Kern, Lewis Building, Portland, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.

CWH:fp

PORTLAND CHAPTER

Controlled Blasting

NEW NAME: HARDING AND HUTSON CONSTRUCTION COMPANY

HARDING BLASTING COMPANY

Rt. 2, Box 180
Sandy, Oregon
Mutual 7-6141

~~[illegible]~~
~~Portland 16, Oregon~~
KEnwood 8583

October 5, 1960

State Highway Department
Att.: Mr. Floyd Query
Salem, Oregon

Dear Sir:

This letter is to notify you of a claim amounting to $2,400.00 that our company has against the Rex Ayres job on the Netarts-Yater Creek section of the Netarts Highway Contract #5498.

Our company drilled and blasted the quarry for the rip rap. The bill for $2,400.00 includes all labor, fuel, equipment, explosives and etc., that Harding and Hutson Construction Company used on the job.

Very truly yours,

HARDING AND HUTSON CONSTRUCTION CO.

Warren Harding

Warren Harding, President

WH:leh

NOTED
FLOYD QUERY

NOTED
[illegible]

RECEIVED
OCT 10 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
FOR FILING

5498

7-27-60

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Bond No: 404 FG 2834 C
Rex C. Ayers Construction Company
Contract No. 5498
Tillamook County, Oregon

TELEPHONE SUTTER 1-4022

J. M. HOMER
BOND CLAIM SUPERINTENDENT

FIDELITY AND SURETY DEPARTMENT
MILLS BUILDING
SAN FRANCISCO 6

Gentlemen:

Please accept this letter as our formal notice of assignment of all moneys due or to become due under our contract with you in connection with the above job to the St. Paul Fire and Marine Insurance Company.

This assignment is irrevocable and is made in furtherance of an assignment made in the Indemnity Agreement hereinbefore executed on June 25, 1959, by us on behalf of the St. Paul Fire and Marine Insurance Company in connection with the execution of the bond in support of the work of construction.

Kindly have the checks made payable to the St. Paul Fire and Marine Insurance Company only at 200 Mills Building, 220 Montgomery Street, San Francisco 6, California, to the attention of J. M. Homer, Superintendent, Bond Claims Department. Please refer to their claim number 80-801330.

Kindly acknowledge receipt of this notice of assignment by initialling the extra copy of this letter and returning it to the St. Paul Fire and Marine Insurance Company.

Yours very truly,

REX C. AYERS CONSTRUCTION COMPANY

Rex C. Ayers

2 copies to [illegible]
7-28-60

7-28-60
This letter presented today by J. M. Homer representative of surety. Please handle as outlined in letter.
Floyd Query

NOTED ON CARD

A

RECEIVED
JUL 21 1960
FOR FILING

S 432 (1)

5498

Salem, Oregon
July 21, 1960

Contract No. 5498
Rex C. Ayers Construction Co.

C. H. Maison, Auditor

ATT: John Herr

This is to confirm our telephone conversation of this morning in which I requested that any further payments on Contract No. 5498 to Rex C. Ayers Construction Company be held up until further notice.

A representative from the St. Paul Fire and Marine Insurance Company, who furnished the performance bond on this contract, requested the hold up until they can make some financial arrangements with Mr. Ayers.

Floyd Query
Secretary

FQ:rv

RECEIVED

The St. Paul Western Insurance Companies
FOUNDED 1853

ST. PAUL FIRE and MARINE INSURANCE COMPANY
ST. PAUL MERCURY INSURANCE COMPANY

PACIFIC DEPARTMENT, 200 Mills Building, SAN FRANCISCO 6, CALIFORNIA Phone SUtter 1-4022

[illegible]

5498

Oregon State Highway Commission
Salem, Oregon

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

AIR MAIL

Attention: Mr. Floyd Query

Bond No. 404 FG 2834 C
Rex C. Ayers Construction Co.
Contract No. 5498 - Tillamook County, Oregon

Gentlemen:

This will confirm our telephone conversation today. This Company is surety for Rex C. Ayers Construction Co. on the above contract. We have been informed that the contractor is in some financial distress and, therefore, request that you hold up any further payments under this contract until we advise you further. Thank you for your cooperation.

Yours very truly,

R. B. Ryan

R. B. Ryan
Assistant Manager

hw

July 20, 1960

Letter sent to Maxey 7-21 requesting that payments be held up.
F Query

NOTED ON CARD
lc

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL -7 1960
FOR FILING

S432(1)

5498

July 6, 1960

Mr. George R. Waldum
Attorney at Law
712 Swetland Building
Corner S. W. 5th & Washington
Portland 4, Oregon

Dear Sir:

As requested in your letter of July 5, we are attaching a certified copy of the contract and bond for our Contract No. 5498 with Rex C. Ayers Const. Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

PHONE CA 8-7365

712 SWETLAND BUILDING
CORNER S.W. 5TH AND WASHINGTON

GEORGE R. WALDUM
ATTORNEY AT LAW
PORTLAND 4, OREGON

July 5, 1960

State of Oregon
State Highway Department
Salem, Oregon

re: Oregon State Highway
Contract No. 5498

Gentlemen:

Please find enclosed executed affidavit of Frank P. Privara, who has a claim against Rex C. Ayers, dba Rex C. Ayers Construction Co.

Would you kindly furnish me with a certified copy of the contract and the bond?

Thank you very kindly for your prompt attention to this request.

Yours very truly,

George R Waldum
GEORGE R. WALDUM

GRW:vmc
Enclosure 1

RECEIVED
JUL 6 1960
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, FRANK P. PRIVARA, being first duly sworn upon oath, depose and say:

That I heretofore filed with the Secretary of State, Salem, Oregon, on or about September 10th, 1959, claim in the amount of $2,008.50. I hereby state that said claim has not been paid.

That I performed for use and benefit of Rex C. Ayers, doing business as Rex C. Ayers Construction Co., labor and furnished materials for the construction of the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway, being Oregon State Highway Contract No. 5498. The exact nature of my claim was constructing a coyote hole.

That I make this affidavit for the purpose of requesting a certified copy of the contract and bond in respect to Oregon State Highway Contract No. 5498 being furnished to me.

Further affiant sayeth not!

Frank P. Privara

SUBSCRIBED and sworn to before me this 5th day of July, 1960.

Violette M Courtright
Notary Public for Oregon

(seal)

My Commission Expires: 2-5-62.

RECEIVED
MAY 5 - 1960
FOR FILING
S-432(1)

5498

May 4, 1960

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

We have received notification, dated May 3, 1960, from the Secretary of State informing us that the claim of Armco Drainage & Metal Products, Inc., Portland, in the amount of $1,819.21 against Rex C. Ayers Construction Company, has now been filed in his office, his file No. 3700.

This is State Highway Contract No. 5498 with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County. A description of this claim was outlined in our letter to you of May 2, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
dc

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 2, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter received from Armco Drainage & Metal Products, Inc., dated April 27, stating that Rex C. Ayers Construction Company owe them $1,819.21 on State Highway Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts - Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
MAY 3 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

File #3700

FILED
MAY 3 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1960
[illegible]
STATE [illegible]

A

RECEIVED
MAY 3 - 1960
FOR FILING
143201
5498

May 2, 1960

Armco Drainage & Metal Products, Inc.
P. O. Box 751
Portland 7, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of April 27 informing us that Rex C. Ayers Construction Company owe you an amount of $1,819.21 for materials supplied on Highway Contract No. 5498. Our records indicate this to be our contract with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

So that there will be no misinterpretation of the law, we are forwarding your claim and attachments to the Secretary of State for filing.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751
PORTLAND 7, OREGON

1320 S. W. Broadway Avenue
PORTLAND 1, OREGON

CAPITOL 8-9433

April 27, 1960

REGISTERED RETURN RECEIPT REQUESTED

Oregon State Highway Department
State Highway Department Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Armco Drainage & Metal Products, Inc., has a claim in the sum of $1,819.21 against the bond taken from Mr. Rex Ayres of Rex Ayres Construction Company, 7305 N.E. 29th Avenue, Portland, Oregon, as principal and the St. Paul Fire & Marine Insurance Company, agents Jewett, Barton, Leavy & Kern, 333 S.W. Oak Street, Portland, Oregon, as surety, for material supplied on the Oregon State Highway Department Contract No. 5498, Netarts-Sand Lake Road--Netarts-Yager Creek Section, Tillamook County, Oregon.

A brief description of the material furnished is as follows:

70 feet, 14 gage, 30 inch corrugated metal pipe
18 feet, 12 gage, 36 inch corrugated metal pipe
66 feet, 12 gage, 48 inch corrugated metal pipe
Plus necessary connecting bands

This pipe and bands were made of galvanized corrugated ASBESTOS-BONDED steel and asphalt dipped as called for by the specifications.

Attached are copies of the charges made on this particular account.

No payment has been made as of this date.

Sincerely yours

ARMCO DRAINAGE & METAL PRODUCTS, INC.

R. J. Lozo

R. J. Lozo
Credit Department
North Pacific Division

RJL:mc
enc.
cc: Mr. Rex Ayres
Rex Ayres Construction Co.
Portland, Oregon

St. Paul Fire & Marine Insurance Co.
Jewett, Barton Leavy & Kern
Portland, Oregon

RECEIVED
APR 28 1960
OREGON

A

RECEIVED
MAY 3 - 1960
FOR FILING
S432(1)

5498

May 2, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter received from Armco Drainage & Metal Products, Inc., dated April 27, stating that Rex C. Ayers Construction Company owe them $1,819.21 on State Highway Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

RECEIVED
MAY 3 - 1960
FOR FILING

S-4[illegible]
5498

A

May 2, 1960

St. Paul Fire & Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A claim letter, dated April 27, has been received from Armco Drainage & Metal Products, Inc., Portland, advising that Rex C. Ayers Construction Company owe them an amount of $1,819.21 for materials supplied on State Highway Contract No. 5498. This appears to be in connection with our contract with Rex C. Ayers Construction Company for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim for your records.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Company
7305 N. E. 29th Ave.
Portland, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAR 21 1960
FOR FILING

[illegible]

5498

A

March 17, 1960

Jewett, Barton, Leavy and Kern
Lewis Building
333 S. W. Oak
Portland 4, Oregon

Attention: Mr. G. H. Burnett
Bond Manager

Gentlemen:

We have received a letter, dated March 16, from Mr. Dan Heimbuck, Manager of the Parkrose Branch of the Portland Trust Bank, informing us that their assignment against Rex C. Ayers Const. Co. Contract No. 5498 has been fully paid and satisfied.

Our Chief Auditor has been requested to make future payments in connection with this job to Rex C. Ayers Const. Co.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Rex C. Ayers Const. Co.
7305 N. E. 29th Ave.
Portland, Oregon

CWH:fp

NOTED ON CARD

A

RECEIVED
MAR 21 1960
FOR FILING

A 432.(1)

5415

March 17, 1960

Mr. Dan Heimbuck, Manager
Parkrose Branch
Portland Trust Bank
10003 N. E. Sandy Blvd.
Portland 20, Oregon

Dear Sir:

This is to acknowledge receipt of your letter, dated March 16, informing us that your assignment in regard to Rex C. Ayers Const. Co. Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County has been fully paid and satisfied.

Future warrants covering payments for work performed in connection with this contract will be directed to the contractor. Instructions to that effect have been given to our Chief Auditor.

We will inform the surety and the contractor of the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mr. C. H. Maison: Attached is a photocopy of the letter received from Mr. Heimbuck.

CWH:fp

NOTED ON CARD
Dc

HEAD OFFICE

PARKROSE BRANCH
PORTLAND TRUST BANK
COMMERCIAL — SAVINGS — TRUST
MEMBER FEDERAL RESERVE SYSTEM

March 16, 1960

10003 N. E. SANDY BLVD.
PORTLAND 20, OREGON

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Re: Netarts - Sand Lake
Netarts - Yager Creek job.
Contract No. 5498

This will advise you that our interest in the above job awarded June 15, 1959 to Rex C. Ayers Construction Company and assigned to us July 3, 1959, has been fully paid and satisfied.

This letter will serve as a release of all our interest and grant you authority to disburse all future monieson this account direct to the contractor.

Very truly yours,

Dan Heimbuck
Dan Heimbuck
Manager

DH:mb
cc: Jewett, Barton, Leavy & Kern
Mr. Rex C. Ayers

RECEIVED
MAR 17 1960
STATE [illegible]

RECEIVED
DEC 23 1959
FOR FILING
1-4-2(1)
5498

December 23, 1959

St. Paul Fire & Marine Insurance Company
200 Mills Building
San Francisco 6, California

Attention: Mr. Alfred Spalding
Asst. Supt., Bond Dept.

Gentlemen:

This is in reply to your letter of December 17 concerning the status of Rex C. Ayers Construction Co. Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section in Tillamook County. The original contract has not been completed and our Construction Division informs us that it is approximately 44 percent complete.

We have checked with our Office Engineering Division and the overrun in this contract is for loose riprap, Item No. 19, in the amount of $21,600. The estimated completion date of this contract is August 1, 1960.

The last status report which was given in your letter is correct.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

The St. Paul-Western Insurance Companies
FOUNDED 1853

ST. PAUL FIRE and MARINE INSURANCE COMPANY
ST. PAUL MERCURY INSURANCE COMPANY

PACIFIC DEPARTMENT, 200 Mills Building, SAN FRANCISCO 6, CALIFORNIA Phone SUtter 1-4022

State Highway Commission
Salem, Oregon

Attention: C.W. Head

Bond #404FC2834C
Contract #5498
Grading & Stone Base On Natarts Yager Creek Section
Contractor - Rex C. Ayers Construction Co.

Gentlemen:

We have been advised that the original contract was completed sometime ago but additional work was added by Change Order, which cannot be completed until next Spring because of weather conditions.

We will greatly appreciate it if you would confirm for us that this is substantially the case. The last Status Report we received from you was dated November 30th, showing a percentage of completion of 44% with $43,042.47 paid of the original contract price of $109,314.50.

We would appreciate it, too, if you would give us a general estimate of the amount of increased work added by Change Order.

Very truly yours,

Alfred Spalding
Asst. Supt. Bond Dept.
rl
December 17, 1959

[illegible]

RECEIVED
DEC 21 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 16 1959
FOR FILING

5498

December 16, 1959

Rex C. Ayers Construction Co.,
7305 NE 29th Avenue
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 16, 1959, had under discussion your request for an extension of time from 70 workdays to 100 workdays within which to complete your contract #5498 without the assessment of liquidated damages, for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Road in Tillamook County.

We are pleased to inform you that the Highway Commission granted you 30 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
Wendell E. Schwartz
Tom Edwards

RECEIVED
DEC 16 1959
FOR FILING

423

5498

Salem, Oregon
December 16, 1959

Extension of Time

R. L. Porter
Ivan Merchant
C. H. Maison (2)
Tom Edwards

The State Highway Commission at its meeting held on December 16, 1959, took action on the extension of time, as follows:

> Contract #5498 with Rex C. Ayers Const. Co., for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Road in Tillamook County; request for additional workdays from 70 to 100 workdays without the assessment of liquidated damages, was granted.

Secretary

ds

RECEIVED
DEC 14 1959
FOR FILING

[illegible]

5498

December 11, 1959

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 16 Meeting

Gentlemen:

We are in receipt of a request from the Max C. Ayers Construction Company, contractor on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road, Contract No. 5498, for an increase in number of workdays from 70 to 100 without assessment of liquidated damages.

This request is based on failure of the County Court to provide free and clear right of way until August 17 although the job was awarded June 15. As you are aware, this is a valid reason named in the specifications for an extension of time. This condition prevented the contractor from having full control of his job.

It is felt that the contractor's claim has merit. It is my recommendation that the workdays be increased in number from 70 to 100 without assessment of liquidated damages on this project. Concurrence of the Bureau of Public Roads is not necessary, this being a secondary highway.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

RECEIVED
OCT 15 1959
FOR FILING
[illegible]
5498

October 14, 1959

Mr. Frank P. Privara
Riverview Trailer Court
Toketee Route
Idleyld, Oregon

Dear Mr. Privara:

This is to acknowledge receipt of your letter of October 10 concerning the name of Rex C. Ayers' surety company on State Highway Contract No. 5498. Please accept our apologies for not giving you this information in our previous letter.

Our Construction Division informs us that this contract is approximately 40 percent complete. The St. Paul Fire & Marine Insurance Company through Jewett, Barton, Leavy and Kern, Lewis Building, Portland, Oregon, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Your claim in the amount of $2,008.50 was filed with the Secretary of State on September 10, which protects your claim for a period longer than six months following acceptance of the contract by the State Highway Commission. The surety company was notified on September 11 that your claim had been filed with the Secretary of State.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:ms

NOTED ON CARD
l.C.

River View Trailer Ct.
Tokitee Route
Idleyld Park, Ore.

10/10/59

State Highway Dept.
State of Oregon,

(#5498)

Dear Mr. Head,

Sometime ago I answered your letter of Sept. 9th in which I asked you if you would be so kind as to send me the name of Rex C. Ayers' surety Co. Perhaps the letter was mislaid, so on that chance I am writing again.

We must have help from someone as I don't see how Mr. Ayers can order work done in connection with his highway project and not pay for it.

Enclosed please find stamped-self addressed envelope-

Yours very truly

Frank P. Rivera

Constr. Div. of 10/14/59
40.6
Complete

NOTED
C. W. HEAD

RECEIVED
OCT 14 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1959

FOR FILING

S-4[illegible]

[illegible]

September 11, 1959

St. Paul Fire and Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

We have received notification, dated September 10, 1959, from the Secretary of State informing us that the claim of Frank P. Privara, Idleyld Park, Oregon, in the amount of $2,008.50 against Rex C. Ayers Construction Company on our Contract No. 5498, has now been filed in his office, his file No. 3657.

A description of this claim was outlined in our letter to you of September 9.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

NOTED ON CARD

NOTED
FLOYD QUERY

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 9, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. G. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,008.50 received from Frank P. Privara, Idleyld Park, Oregon. This appears to be in connection with our contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc.

File #3657

FILED
SEP 10 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 10 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 11 1959
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
SEP 15 1959
FOR FILING

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[illegible]

September 9, 1959

Mr. Frank P. Privara
Riverview Trailer Court
Toketee Route
Idleyld Park, Oregon

Dear Mr. Privara:

This will acknowledge receipt of your claim which was received in this office on September 2, informing us that Rex C. Ayers Construction Company owes you the sum of $2,008.50 for work performed in connection with grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County. This is State Highway Contract No. 5498.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

NOTED ON CARD

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 3, 1959

Mr. Frank P. Privara
Riverview Trailer Court
Toketee Route
Idleyld Park, Oregon

#5498

Dear Mr. Privara:

This will acknowledge receipt of your claim in the amount of $2,008.50 against the bond taken from Rex C. Ayers Construction Co. So that we may identify the job, will you please inform us the name or the general location of the road construction and if Ayers is the prime contractor or a subcontractor?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

✓

¶ below was cut off of this letter.

To Oregon State Highway
Comm.

Notice hereby is given that the undersigned Frank P. Pirana has a claim for puting in one hundred and three (103) feet of Coyote hole in the sum of $2008.50 against the bond taken from Rex C. Ayers Construction Co. for the work of road construction.

signed:

Frank P. Pirana.

Road Constr. is at Netarts, Oreg. Highway around the bay there, using mostly rip-rap rock which we blasted for him. I am not sure, but I think he is the prime contractor.

Frank Pirana

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SEP 9 1959
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SEP 4 1959
FOR FILING

September 3, 1959

Mr. Frank P. Privara
Riverview Trailer Court
Toketee Route
Idleyld Park, Oregon

Dear Mr. Privara:

This will acknowledge receipt of your claim in the amount of $2,008.50 against the bond taken from Rex C. Ayers Construction Co. So that we may identify the job, will you please inform us the name or the general location of the road construction and if Ayers is the prime contractor or a sub-contractor?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
AUG 26 1959
FOR FILING

August 25, 1959

Mr. Frank P. Privara
Riverview Trailer Court
Taketee Route
Idleyld Park, Oregon

Dear Mr. Privara:

In reply to your letter of August 24 we have attached excerpts from the Oregon laws outlining requirements for filing claims against contractors who hold state highway contracts.

No particular form is provided but you will note that the manner of presenting the claim is outlined in the law.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

Encl.

Riverview Trailer
Court
Toketee Route
Idleyld Park
Oreg.

8/24/59

Dear Mr. Lucey,

Please send form for filing claim on bond. Highway job.

Yours very truly
Frank P. Pivonna

RECEIVED
SEP 15 1959
FOR FILING

[illegible]
5498

September 9, 1959

St. Paul Fire and Marine Insurance Company
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim received from Frank P. Privara, Idleyld Park, Oregon, stating that Rex C. Ayers owes him $2,008.96. This appears to be in connection with our State Highway Contract No. 5498 for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County. This claim has been forwarded to the Secretary of State for filing.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
Floyd Query, Secretary

By
C. W. Head, Assistant Secretary

Enc.

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Rex C. Ayers Construction Co.
7303 N. E. 29th Ave.
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
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SEP 15 1959
FOR FILING

[illegible]

5495

September 9, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. G. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,008.50 received from Frank P. Privara, Idleyld Park, Oregon. This appears to be in connection with our contract No. 5498 with Rex C. Ayers Construction Co. for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

A

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 20 1959
FOR FILING
S-432(1)
5498

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1959

Rex C. Ayers Construction Company
7305 NE 29th Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5498, awarded June 15, 1959, for grading-stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Road in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
AUG 17 1959

FOR FILING

[illegible]

5498

August 14, 1959

Jewett, Barton, Leavy & Kern
Lewis Building
333 S. W. Oak
Portland 4, Oregon

Attention: Mr. G. H. Burnett
Bond Manager

Gentlemen:

This will acknowledge receipt of your letter of August 13, 1959, consenting to the assignment by Rex C. Ayers, dba Rex C. Ayers Construction Company, to the Parkrose Branch of the Portland Trust Bank of all monies that are now due or which may hereafter become due Rex C. Ayers Construction Company. This is in connection with Oregon State Highway Contract No. 5498 for grading and stone base of the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County.

We are accepting your letter and your copy of Notice of Assignment.

Our Chief Auditor is being requested to make future payments in connection with this job to Rex C. Ayers Construction Company assigned to the above-mentioned bank.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

Assignment of Claim filed with Contract & Bond in Sec-Office

NOTED ON CARD

NOTED
FLOYD QUERY

August 14, 1959

Mr. Arthur Damschen
Manager, Parkrose Branch
Portland Trust Bank
10003 N. E. Sandy Blvd.
Portland 20, Oregon

Dear Sir:

We have received in today's mail a letter, dated August 13, from G. H. Burnett, Bond Manager, on behalf of St. Paul Fire & Marine Insurance Company, consenting to the assignment given by Rex C. Ayers Construction Co. to your bank of all monies that are now due or which may hereafter become due to the Company for performance of work under Oregon State Highway Contract No. 5498. This contract covers grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake Highway in Tillamook County. This letter and the surety's original Notice of Assignment appear to be satisfactory for our purposes.

As requested, we are attaching two copies of the assignment transmitted with your letter of July 3, which bears the approval of this department.

Future warrants covering payments for work performed in connection with this contract will be forwarded to the bank in conformity with the provisions of the assignment. Instructions to that effect have been given to our Chief Auditor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc.

NOTED ON CARD
dc

cc Mr. Rex C. Ayers
7305 N. E. 29th Ave.
Portland, Oregon

C. H. Maison: Attached is a photocopy of the assignment mentioned in the above letter. Also attached are photocopies of the Bonding Company's letter of consent and their Notice of Assignment.

CWH:fp

PARTNERS
CHARLES S. BARTON
J. STUART LEAVY
HARRY HOLLISTER
ADDISON P. KNAPP
GIFFORD E. BASS
WILLIAM B. JOHNSON
WILLIAM W. JEWETT
H. HALLOCK BARTLETT
RALPH D. FLOBERG

JEWETT, BARTON, LEAVY & KERN

Agents and Brokers
Professionalized Insurance Service Since 1870

LLOYD'S AGENCY

LEWIS BLDG. — 333 S. W. OAK
PORTLAND 4, OREGON
CABLE ADDRESS: HEWETT, PORTLAND
CAPITOL 2-1831

ASSOCIATES
JOE BATTAGLIA
THOMAS J. FOHL
THOMAS K. SAMMONS
PETER R. SMITH
DEAN L. JONES
JOHN F. DOLAN
CLARKE P. MILLER
HOWARD H. METCALF
DONALD G. DRAIS
WILLIAM A. MISSFELDT
G. H. (HAL) BURNETT

August 13, 1959

Oregon State Highway Commission
Attention: Mr. Query
Salem, Oregon

Re: Contract No. 5498, Netarts-Yager Creek Section, Netarts-Sand Lake Highway, Tillamook County, Oregon
Rex C. Ayers Construction Company, Contractor
St. Paul Bond 404FG2834

Gentlemen:

As requested by Arthur Damschen, Manager at the Parkrose Branch, Portland Trust Bank, we have acknowledged and enclose original Notice of Assignment in connection with the captioned contract.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

GHBurnett

G. H. Burnett, Bond Manager

GHB/hp
Encl.

cc - Portland Trust Bank, Parkrose Branch, Att: Arthur Damschen, Manager
cc - Rex C. Ayers Construction Company

INSURANCE Service ASSOCIATION OF AMERICA

ASSOCIATE OFFICES IN: ATLANTA, BALTIMORE, BIRMINGHAM, BOSTON, BUFFALO, CHICAGO, CINCINNATI, COLUMBIA, CLEVELAND, DALLAS, DENVER, DES MOINES, DETROIT, GRAND RAPIDS, HARTFORD, HOUSTON, INDIANAPOLIS, JACKSON, JACKSONVILLE, KANSAS CITY, LINCOLN, LITTLE ROCK, LOS ANGELES, LOUISVILLE, MEMPHIS, MIAMI, MINNEAPOLIS, MOBILE, NEW ORLEANS, NEW YORK CITY, OAKLAND, OMAHA, PHILADELPHIA, PHOENIX, PITTSBURGH, PROVIDENCE, RICHMOND, SAN ANTONIO, SAN FRANCISCO, SAVANNAH, SEATTLE, TULSA, WASHINGTON, D. C., WHEELING, WICHITA. And in Canada: CALGARY, TORONTO, VANCOUVER, WINNIPEG
Also: ANCHORAGE, ALASKA • MEXICO CITY, MEXICO • SAN JUAN, PUERTO RICO • HAVANA, CUBA

NOTICE OF ASSIGNMENT

TO: State of Oregon
State Highway Department
Salem, Oregon

Date: July 3, 1959

RE: Contract No. 5498, Netarts-Yager Creek
Section, Netarts-Sand Lake Highway,
Tillamook County, Oregon
Oregon State Highway Department, and
Rex C. Ayers Construction Company
7305 NE 29 Avenue,
Portland, Oregon

FOR: Grading and Stone Base work on above
highway.

DATE OF AWARD: June 15, 1959

PLEASE TAKE NOTICE that monies due or to become due under the contract described above have been assigned to the undersigned subject to the provisions of ORS 366.420.

An executed copy of the instrument of assignment is attached hereto.

Payments due or to become due under such contract should be made to the assignee.

Please return to the undersigned two of the enclosed copies of this notice with appropriate notations showing the date and hour of receipt and duly signed by the person acknowledging receipt on behalf of the addressee.

Very truly yours,

PORTLAND TRUST BANK

BY: Arthur Damschen
Arthur Damschen, Manager
Parkrose Branch,
Portland Trust Bank
10003 NE Sandy Boulevard,
Portland 20, Oregon

Receipt is hereby acknowledged of the above Notice of Assignment and consent given on the 14 day of August, 1959, at 10:00 am ~~pm~~

C. W. Head
Signature Asst. Secretary

on behalf of **OREGON STATE HIGHWAY COMMISSION**

C. W. Head
C. W. Head, Asst. Secretary
(Name & Title of Addressee of Notice)

COPY OF LETTER

BRANCH PORTLAND TRUST BANK PORTLAND, OREGON

August 11, 1959

Jewett, Barton, Levy and Kern
Lewis Building
Portland, Oregon

Attention: Mr. Burnett

Gentlemen:

We are enclosing an original and two copies of a Notice of Assignment dated July 3, 1959, concerning Contract 5498, Netarts-Yager Creek Section of Netarts-Sand Lake Highway in Tillamook County, Oregon, the funds of which Rex C. Ayers Construction Company has assigned to this bank. A copy of the assignment was forwarded to you July 3, 1959, because Glenn Falls Insurance Company intended to write the bond. Later it happens this insurance company withdrew and was substituted by St. Paul Fire and Marine Insurance Company.

It is necessary that the State Highway Department receive an acknowledgment from the bonding company before they can accept the assignment and pay out the funds. This matter has been discussed with Mr. Query with the State Highway Department in Salem and he is aware that this question has arisen. Will you please, therefore, acknowledge the Notice of Assignment and forward a copy directly to the State Highway Commission, sending the other copy to this bank.

A copy of this letter is being sent to Rex C. Ayers Construction Company and Oregon State Highway Department for their information.

Yours very truly,

Arthur Damschen

Arthur Damschen
Manager

AD/lh
Enc.

NOTED
FLOYD QUERY

COM 541

HEAD OFFICE

PARKROSE BRANCH
PORTLAND TRUST BANK
COMMERCIAL — SAVINGS — TRUST
MEMBER FEDERAL RESERVE SYSTEM

10003 N. E. SANDY BLVD.
PORTLAND 20, OREGON

July 3, 1959

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are enclosing herewith executed copies of an assignment of Claim, Rex C. Ayers Construction Company, covering the funds arising from Contract No. 5498, Netarts-Yager Creek Highway in Tillamook County, together with Notice of Assignment for your indication of acceptance. This same procedure is followed in directing a notice to the Glen Falls Insurance Company who is bonding this project for Rex C. Ayers Construction Company, and upon receipt of their acceptance a copy will be forwarded on to you.

A copy of this letter is being sent to the bonding company for their information.

Yours very truly,

Arthur Damschen
Arthur Damschen
Manager

AD/lh
Enc.

NOTED
C. W. HEAD

RECEIVED JUL FOR FILING

[illegible] 7-1-59

Monthly Transaction No. 7-21	Fo R-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. S-432(1) 3	**FEDERAL-AID PROJECT AGREEMENT**	County **Tillamook**
		Project No. **S-432(1)**

5498 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction F.A.S. 616 South approximately 1.4 miles (Netarts-Yeager Creek Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-7-59	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 120,576	Federal funds $ 74,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 11169

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Netarts-Yager Creek Section, Project No. S-432(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Netarts-Yager Creek Section, Project No. S-432(1).

Very truly yours,

W. C. Williams

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-[illegible](1)

[illegible]

[illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1959

Type Code 2010
Roadway (Sta. [illegible] to Sta. [illegible]) (Contract No. [illegible])

Clearing and Grubbing	All Required		$ 6,500.00
Drainage Excavation, Unclassified	350 cu. yds.	$ 2.50	875.00
Special Borrow Excavation, Unclassified	15,000 cu. yds.	0.45	6,750.00
General Excavation, Unclassified	97,200 cu. yds.	0.34	33,048.00
Short Overhaul	163,500 yd. stas.	0.01	1,635.00
Long Overhaul	2,580 M-yd. stas.	0.40	1,032.00
Sand Subbase	13,700 cu. yds.	0.45	6,165.00
Finishing Roadbed and Slopes	1.44 miles	500.00	720.00
12-inch Concrete Pipe	48 lin. ft.	2.00	96.00
18-inch Concrete Pipe	410 lin. ft.	3.50	1,435.00
30-inch Concrete Pipe	70 lin. ft.	9.00	630.00
48-inch Concrete Pipe	140 lin. ft.	13.50	1,890.00
30-inch Asbestos Protected Corrugated Metal Pipe	80 lin. ft.	10.50	840.00
48-inch Asbestos Protected Corrugated Metal Pipe	72 lin. ft.	22.00	1,584.00
Metal Guard Rail	1,100 lin. ft.	2.19	2,409.00
Coarse Crushed Material in Base	6,050 cu. yds.	2.45	14,822.50
3/4" - 0 Material in Base	1,890 cu. yds.	2.70	5,103.00
Sprinkling	430 M-gals.	2.00	860.00
Loose Riprap	9,550 cu. yds.	2.40	22,920.00
			$109,314.50
Flagging (57¢ of Contractors Cost)	All Required		200.00
Signing	All Required		100.00
	Subtotal		$109,614.50
	10% Engr. & Cont.		10,961.45
	Total		$120,575.95

Length of Roadway - - - - - - - - - - - 1.441 Miles
Cost of Roadway Per Mile- - - - - - - - $83,675.19

Federal Funds	$ 74,500.00
State Funds	23,037.95
County Funds	23,038.00
	$120,575.95

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1917;
Chap. 529, Laws 1939.
Funds For Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Tillamook County with the Highway Department.

RECEIVED
JUN 29 1959
FOR FILING

S-432(1)

5498

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started June 22, 1959, on Contract No. 5498, Netarts-Yager Creek Section, Tillamook County, in connection with Federal Aid Project No. S-432(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:mfh

RECEIVED
JUN 30 1959
FOR FILING

S-432(1)

5498

June 15, 1959

Rex C. Ayers Construction Company
7305 N. E. 29th
Portland, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and stone base on the Netarts-Yager Creek Section of the Netarts-Sand Lake County Road in Tillamook County for the sum of $109,314.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5498.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 15, 1959

Rex C. Ayers Construction Company
7305 N. E. 29th
Portland, Oregon

Contract for grading and stone base on Netarts-Yager Creek Section of Netarts-Sand Lake County Road in Tillamook County for which you submitted low bid on May 26, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUN 17 1959

FOR FILING
S 432(1)

5498

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1959

SUBJECT: Netarts-Yager Creek Section
FAS 617, Tillamook County

To: Mr. R. L. Porter
Office Engineer

The required advance deposit and a letter certifying all rights-of-way are clear on the above project have been received from Tillamook County.

This project is now clear for award of a contract.

C. G. Swenson
Engineer, County and City Relations

CGS:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAY 22 1959
FOR FILING

8-432(1)

5498

R

May 21, 1959

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing for the records and files of Tillamook County a fully executed copy of a Finance Agreement between the State Highway Commission and Tillamook County covering the Netarts-Yager Creek Section of FAS 617 in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 14, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Tillamook County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Netarts-Yager Creek Section of FAS 617 in Tillamook County. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on January 22, 1959

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-59 Min. Page 23
Lloyd Query
Secretary

RECEIVED
MAY 25 1959
FOR FILING

345-2(1)

5498

Finance #260

Salem, Oregon
May 21, 1959

FAS Project Agreement
Tillamook County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement between the State Highway Commission and Tillamook County covering the Netarts-Yager Creek Section of FAS 617 in Tillamook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Tillamook County.

Secretary

rn
Attach: 1

RECEIVED
MAR [illegible] 1959
FOR FILING

3-59

S 432(1)

NOTE:
W. C. WILLIAMS

RECEIVED
MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS
NETARTS-YEAGER CREEK SECTION
FAS 617-TILLAMOOK COUNTY

5471

The following prospectus is submitted concerning the above mentioned section. The northerly terminus is at the end of the existing road at the County Boat Landing in Netarts. The southerly terminus is at the junction of FAS 617 with the Cape Lookout Road near Yeager Creek. The overall length of the project is approximately one mile.

This will be a location survey for the purpose of preparing plans and estimates for grading, draining and surfacing. The general route, as laid by the Tillamook County Court, is along the easterly shore of Netarts Bay from the County Boat Landing to the vicinity of Yeager Creek. The town of Netarts is at the northerly terminus of the project.

Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems but the westerly side of the road will require riprap to prevent erosion due to wave action. An economic analysis is not needed at this time.

This will be a new facility and an ADT is not available at this time. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

A.C. Pavement	2"
3/4"-0 Level Course	2"
Coarse Crushed Base	11"
Total	15"

This will be an unrestricted access facility. There are no interchanges or railroad crossings. The project crosses two small streams.

Adequate quantities of materials are available from the Whiskey Creek Quarry on Cape Lookout Road

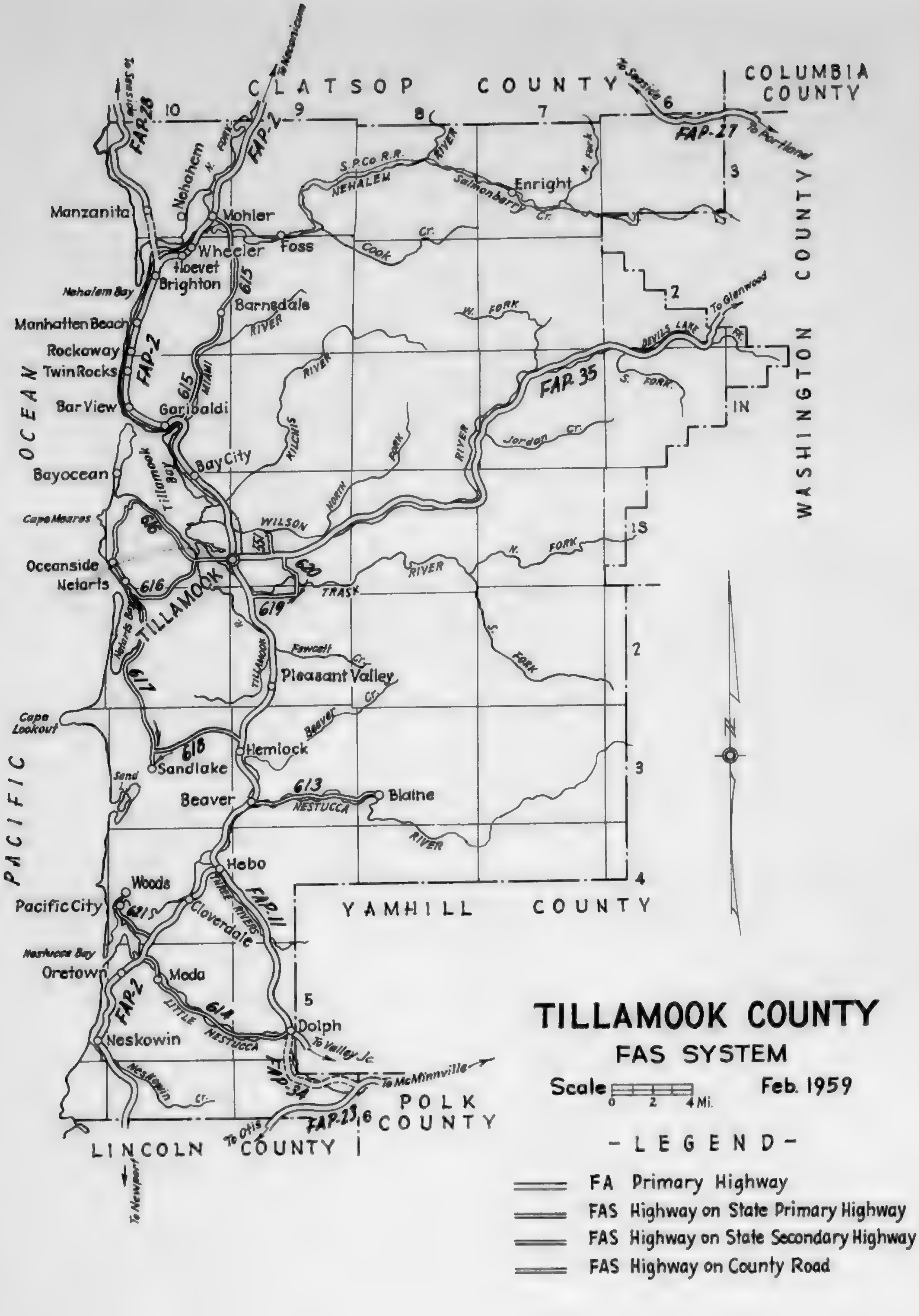
Further agreements with the county are not necessary.

There are no state parks affected by this project.

March 3, 1959

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
D. C. King
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance



CLATSOP COUNTY
COLUMBIA COUNTY
WASHINGTON COUNTY
YAMHILL COUNTY
POLK COUNTY
LINCOLN COUNTY
PACIFIC OCEAN
To Seaside
To Vernonia
To Seaside 6
FAP-27 To Portland
To Glenwood
To Valley Jc.
To McMinnville
To Otis
To Newport
FAP-28
FAP-2
FAP-35
FAP-11
FAP-34
FAP-23
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Manzanita
Nehalem
N. Fork
Mohler
Wheeler
Foss
Nehalem Bay
Brighton
Barnesdale
Manhatten Beach
Rockaway
Twin Rocks
Bar View
Garibaldi
Bayocean
Tillamook Bay
Bay City
Cape Meares
Oceanside
Netarts
Netarts Bay
TILLAMOOK
Pleasant Valley
Cape Lookout
Sandlake
Sand L.
Hemlock
Beaver
Blaine
Hebo
Woods
Pacific City
Cloverdale
Three Rivers
Nestucca Bay
Oretown
Moda
Dolph
Neskowin
Neskowin Cr.
Little Nestucca
S.P.Co R.R.
Nehalem River
Salmonberry Cr.
Enright
N. Fork
Cook Cr.
W. Fork
Miami River
Kilchis River
North Fork
Wilson River
Devils Lake Fk.
S. Fork
Jordan Cr.
N. Fork
Trask River
S. Fork
Tillamook R.
Fawcett Cr.
Beaver Cr.
Nestucca River
615
616
617
618
619
620
613
614
621S
N

TILLAMOOK COUNTY

FAS SYSTEM

Scale 0 2 4 Mi.

Feb. 1959

- L E G E N D -

═ FA Primary Highway

═ FAS Highway on State Primary Highway

═ FAS Highway on State Secondary Highway

═ FAS Highway on County Road

S-379(3) Salem-Browning Ave. Sec. 1959
of Liberty Rd. (Grad. &
#5499 Pav.)

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/1/60	cc 599		524-1041-297

NOTED
C. G. SWENSON

INVOICE NUMBER
65047

Contract 5499
S-379(3)

Marion County
Salem, Oregon

Attn: John Anderson, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Salem-Browning Avenue Section, FAS 742, covered by agreement dated May 26, 1959			
Original advance deposit	$21,000.00		
Less amount previously transferred	17,000.00		
			$4,000.00
County share as per attached statement	$19,365.04		
Less amount previously transferred	17,000.00		
			2,365.04
To be retained			$1,634.96

RECEIVED
[illegible] 1960
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..........................

By ....

A 150X (REVISED 5-60)

NOTED
C. G. SWENSON

NOTED
H. S. COX

May 27, 1960

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Final costs are now available for the Salem-Browning Avenue Section, FAS 742, Contract #5499.

As shown in the attached cost statement, a refund of $1,634.96 is due the County in connection with this project and in accordance with the agreement signed May 26, 1959. This refund has been held and has been applied on the advance deposit for the Chemawa Road-Salem Section of FAS 159.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

April 22, 1960

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Final costs are now available for the Salem-Browning Avenue Section, Contract #5499, on FAS 742, as shown in the attached cost statement. In accordanse with the agreement signed May 26, 1959, a refund of $1,634.96 is due the County in connection with this project.

In compliance with your previous request, this refund will be held and applied on the advance deposit for the Chemawa Road-Salem Section of FAS 159, and is incorporated into the letter of request for the advance deposit on the Chemawa Road-Salem Section dated 4/21/60.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:rm
Att.

cc: Mr. John Anderson, County Engineer

3 17 60

RECEIVED
[illegible]
[illegible]

[illegible]
5499

A F F I D A V I T

STATE OF OREGON,)
(ss.
County of Marion.)

I, DANIEL PANTOVICH, being first duly sworn, on oath depose and say: That I am the president of PANTOVICH CONSTRUCTION CO., INC., and that said corporation has filed a claim with the Oregon State Highway Commission under and pursuant to ORS 279.526 against the M. J. Brassfield Company as principal and United Pacific Insurance Company as surety in connection with certain work performed by it in connection with Oregon State Highway Commission contract number 5499. Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem - Browning Avenue section; and that the said claim is for labor performed and materials furnished by it in the prosecution of the work provided in the contract; and that I make this affidavit for the purpose of obtaining a certified copy of the said contract and the said bond.

PANTOVICH CONSTRUCTION CO., INC.

By Daniel Pantovich
President

Sworn to and subscribed before me this 17th day of March, 1960.

Thomas B Broad

NOTARY PUBLIC FOR OREGON

My commission expires 27 Feb 1962

FOR FILING

5499

A F F I D A V I T

STATE OF OREGON,)
(ss.
County of Marion.)

I, DANIEL PANTOVICH, being first duly sworn, on oath depose and say: That I am the president of PANTOVICH CONSTRUCTION CO., INC., and that said corporation has filed a claim with the Oregon State Highway Commission under and pursuant to ORS 279.526 against the M. J. Brassfield Company as principal and United Pacific Insurance Company as surety in connection with certain work performed by it in connection with Oregon State Highway Commission contract number 5499, Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem - Browning Avenue section; and that the said claim is for labor performed and materials furnished by it in the prosecution of the work provided in the contract; and that I make this affidavit for the purpose of obtaining a certified copy of the said contract and the said bond.

PANTOVICH CONSTRUCTION CO., INC.

By Daniel Pantovich
President

Sworn to and subscribed before me this 17th day of March, 1960.

Thomas B. Brand

NOTARY PUBLIC FOR OREGON

My commission expires 27 Jul 1962

RECEIVED
MAR [illegible] 1960

Floyd

I gave Mr. Brand
a certified copy of the
contract and Bond
#5499 — (Brand presented the affidavit in person this p.m.)
Cec

NOTED
FLOYD QUERY

Affidavit,

AFFIDAVIT

STATE OF OREGON,)
(ss.
County of Marion.)

I, DANIEL PANTOVICH, being first duly sworn, on oath depose and say: That I have filed a claim with the Oregon State Highway Commission under and pursuant to ORS 279.526 against the M. J. Brassfield Company as principal and United Pacific Insurance Company as surety in connection with certain work performed by me in connection with Oregon State Highway Commission contract number 5499, Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem - Browning Avenue section; and that the said claim is for labor performed and materials furnished by me in the prosecution of the work provided in the contract; and that I make this affidavit for the purpose of obtaining a certified copy of the said contract and the said bond.

Daniel Pantovich

Sworn to and subscribed before me this 17th day of March, 1960.

Thomas B. Board

NOTARY PUBLIC FOR OREGON

My commission expires 27 Feb 1962

RECEIVED

RECEIVED
MAR [illegible] 1960
FOR FILING

A-379(3)

5499

A

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

March 14, 1960

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen: Contract No. 5499 - Salem-Browning Avenue Section of the Liberty Road in Marion County - M. J. Brassfield Co., Contractor

This will acknowledge receipt of your letter dated March 9, 1960, enclosing copies of claims, one filed by Daniel Pantovich in the amount of $1,500 and one by Pantovich Construction Co., Inc., in the amount of $4,900, against M. J. Brassfield Co. in connection with the project referred to in the caption.

We have no information concerning this matter but are promptly arranging an investigation.

Very truly yours,

E R MacDougall
E. R. MacDougall
Claims Department

ERM:mb

NOTED
FLOYD QUERY

RECEIVED
MAR 15 1960
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
MAR 10 1960
FOR FILING
S 379(3)
5499

March 9, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $4,900 which has been filed on March 4 with the Secretary of State by Fantovich Construction Co., Inc., Salem, for labor and materials furnished to M. J. Brassfield Co.

This appears to be in connection with State Highway Contract No. 5499 with M. J. Brassfield Co. for grading and paving the Salem-Browning Avenue Section of the Liberty Road in Marion County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

M. J. Brassfield Co.
975 Imperial Drive
Salem, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 4, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Pantovich Construction Co., Inc., c/o Peter Gunnar, 125 Commercial N. E., Salem, Oregon and filed as of this date, a notice of claim by same for labor performed and materials furnished in clearing, excavating, laying road bed, putting is sewer pipes, removing obstructing items and otherwise (Items number 1 through 9 and PA 3 through 5, and driveway, rock, flagging, and blade work in contract hereinafter described) in the sum of $4,900.00 against the bond taken from M. J. Brassfield Co., principal and United Pacific Insurance, surety, for the work of Oregon State Highway Commission contract 5499. Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem--Browning Avenue Section.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
[illegible] 9 1960
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Under ORS 279.526)

TO: OREGON STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned PANTOVICH CONSTRUCTION CO., INC., has a claim for labor performed and materials furnished in clearing, excavating, laying road bed, putting in sewer pipes, removing obstructing items, and otherwise (Items numbered 1 through 9 and PA 3 through 5, and driveway, rock, flagging, and blade work in contract hereinafter described) in the sum of Four Thousand Nine Hundred and No/100 Dollars ($4,900.00) against the bond taken from M. J. BRASSFIELD CO., an Oregon corporation, as principal, and UNITED PACIFIC INSURANCE, as surety, for the work of Oregon State Highway Commission contract 5499, Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem - Browning Avenue section.

File #3684

FILED
MAR 4 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

PANTOVICH CONSTRUCTION CO., INC.

By Daniel Pantovich
President

A

RECEIVED
MAR 10 1960
FOR FILING

S 379(3)

5499

March 9, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $1,500 which has been filed on March 4 with the Secretary of State by Daniel Pantovich, Salem, for labor and materials furnished to M. J. Brassfield Co.

This appears to be in connection with State Highway Contract No. 5499 with M. J. Brassfield Co. for grading and paving the Salem-Browning Avenue Section of the Liberty Road in Marion County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

M. J. Brassfield Co.
973 Imperial Drive
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 4, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Pantovich Construction Co., Inc., c/o Peter Gunnar, 125 Commercial Street N. E., Salem, Oregon and filed as of this date, a notice of claim by Daniel Pantovich for labor performed in clearing, excavating, laying road bed, putting in sewer pipes, removing obstructing items, and otherwise (Items number 1 through 9 and PA 3 through 5, and driveway, rock, flagging, and blade work in contract hereinafter described) in the sum of $1,500.00 against the bond taken from M. J. Brassfield, Co., principal and United Pacific Insurance, surety, for the work of Oregon State Highway Commission contract 5499, Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem--Browning Section.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
[illegible] 9 1960
STATE [illegible]

NOTICE OF CLAIM

(Under ORS 279.526)

TO: OREGON STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned DANIEL PANTOVICH has a claim for labor performed in clearing, excavating, laying road bed, putting in sewer pipes, removing obstructing items, and otherwise (Items numbered 1 through 9 and PA 3 through 5, and driveway, rock, flagging, and blade work in contract hereinafter described) in the sum of One Thousand Five Hundred and No/100 Dollars ($1,500.00) against the bond taken from M. J. BRASSFIELD CO., an Oregon corporation, as principal, and UNITED PACIFIC INSURANCE, as surety, for the work of Oregon State Highway Commission contract 5499, Prefix No. 524-1041-201 (41), Marion County, Liberty Road, Salem-Browning section.

File # 3685

FILED
MAR 4 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

Daniel Pantovich

Daniel Pantovich

RECEIVED
JAN 22 1960
FOR FILING

2-27(3)

5499

January 21, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to M. J. Brassfield Co., on contract #5499 for grading-paving the Salem-Browning Avenue Section of Liberty Road in Marion County.

The total amount paid the contractor in connection with this contract will be $91,156.96, including the post-final payment of $508.95. Of the total, $600.43 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
JAN 12 1960
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 8, 1960

A-379(3)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5499	5 Final	M. J. Brassfield Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
32190	XXXXX 143091	$ 2,841.75	1-8-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from June 26, 1959

Time Extensions: None of record

Completion Date: September 16, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: January 8, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN [illegible]

NOTED ON CARD
LR

RECEIVED
JAN -5 1960
FOR FILING

S-379(3)

5499

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
DEC 30 1959
NOTED-- ☒ ☐ ☐ ☐ ☐

Salem, Oregon
December 29, 1959

Memo to the Files

[illegible] Disposition of Claims of
Roy L. Houck & Sons Discussed in
Meeting December 17, 1959

On December 17th a meeting was held in the office of the Construction Engineer for the purpose of discussing claims presented by Roy L. Houck & Sons on various contracts with the State Highway Department. Those present were: Roy L. Houck, Sr., Roy L. Houck, Jr., Carlos T. Houck, Tom Edwards, Construction Engineer, L. H. Young, Assistant Construction Engineer, J. D. Walker, Division Engineer, and R. D. Asburry, Assistant Division Engineer.

The claims presented and discussed and the decisions regarding the claims were as follows:

North Jefferson Junction-S.P.R.R. Overcrossing Section
Pacific Highway
Contract No. 4943

The contractor presented claim covering labor and equipment rental in amount of approximately $4,200.00 for additional clearing and grubbing on Borrow "C". This claim was recognized as just, as the contractor, acting on instructions from the engineer, cleared and grubbed approximately 9.3 acres more than was necessary if the contractor could have proceeded in accordance with his plans. The contractor's plans did not violate any of the specifications of the contract. It was decided to initiate a Price Agreement covering 9.3 acres of clearing and grubbing at $450.00 per acre.

Belts Road-Lane County Line Section
Pacific Highway
Contract No. 5329

(1) A claim was presented for the construction of an irrigation ditch around the area used for borrow on the State-controlled Glaser borrow. An irrigation ditch crossed the borrow area diagonally. If the ditch had been left in place, there would have been two separate borrow areas divided by a dike which would contain the irrigation ditch. The contractor constructed an alternate ditch around the borrow area and excavated in the area of the old ditch. It was decided that the construction of the new ditch should be paid for under the appropriate item of the contract.

Copy
To Comp.
[redacted]

(2) A claim was presented for the cost of the purchasing of embankment materials not used due to change in grade after letting of contract. The contractor acquired embankment materials sufficient to construct the embankments called for by the plans. Some of this was of poorer quality than that which had been originally planned to use from State-controlled sources, requiring thicker surfacing. To accommodate the thicker surfacing the subgrade was lowered, making a reduction of approximately 11.9 per cent of the planned embankment material. The contractor acquired this material on (a) a royalty based on the cubic yard (b) a land use based upon the acreage used, with a minimum specified in both cases. [illegible] guarantee was made to land holder for the minimum amount shown on plans.

The settlement was (a) that the State would pay the royalty on the difference between the planned amount and the amount actually used in the area where the contractor purchased the material on a royalty basis; (b) that the State would pay a proportionate share of the cost of acquiring the land use permits commensurate with the reduction of embankment materials due to grade change. The payment was to be by Price Agreement.

(3) A claim was presented for the salvaging and relaying of a 36-inch culvert which had washed out during the past winter. The total bill for this was around $1,000.00.

It was decided that the contractor stand half the cost and the State pay for half the cost of salvaging and relaying this culvert. Payment to be made by Extra Work Order.

North Albany Junction-Lebanon Road Section
Pacific Highway
Contract No. 5345

(1) The question arose regarding payment as "Special Borrow Excavation" for the Portland cement concrete pavement which was removed and placed in the fills.

The decision was to pay "Special Borrow Excavation" for this material incorporated in the fills.

(2) An adjustment was wanted for the underrun of the "Special Borrow Excavation". The net quantities shown on the plans were some 44,000 cubic yards whereas only some 28,000 cubic yards were needed. The requested adjustment was based on an alleged unbalancing of bids on different items of the contract.

This claim was denied with the reservation that Mr. Edwards would confer with Mr. Cooper regarding it.

Salem-Browning Avenue Section
Liberty Road
Contract No. 5499

A claim was discussed regarding additional compensation for the paving of approach roads outside the right of way--the specifications state that the approach roads will be contained within the right of way.

It was acknowledged the contractor should have some additional compensation for this work but it was thought the asked $0.15 per square foot was too high. It was decided to turn this over to Mr. Juve to arrive at an equitable figure for this work and pay the contractor on a Price Agreement. The final agreed price was $0.10 per square foot.

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards ✓
Mr. A. F. Walters
Mr. D. C. King

RECEIVED
NOV 24 1959
FOR FILING

S 379(3)

5499

A

November 24, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5499 for grading-paving the Salem-Browning Avenue Section of Liberty Road in Marion County was completed by the contractor, M. J. Brassfield Co., on September 16, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,841.75 will be released to the contractor on or after December 4, 1959. The total contract amount is $90,648.01, of which amount $600.43 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

A

RECEIVED
OCT 23 1959
FOR FILING

[illegible]

5499

October 27, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. J. Brassfield Co., on contract #5499 for grading-paving the Salem-Browning Avenue Section of Liberty Road in Marion County.

This payment, in the amount of $5,420.63, will be released to contractor on or after November 6, 1959. The retained percentage is $2,715.66.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
[illegible]

NOTED

September 28, 1959

Marion County Court
Courthouse
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

1. 279 (3)

This is to advise you that work on Contract No. 5499, Salem-Browning Avenue Section of FAS 742, was completed on September 16, 1959.

Under the terms of the agreement dated May 26, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:mm

cc: Mr. John Anderson, Co. Engr.

RECEIVED
SEP 22 1959
FOR FILING

S-379

5499

September 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 16, 1959, on Contract No. 5499, Salem-Browning Avenue Section, in Marion County, in connection with Federal Aid Project No. S-379(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)—10M—2-50

B-5-79(3)
5499

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 19 59

Section Salem - Browning Ave.

Highway Liberty Road County Marion

Contractor M. J. Brassfield Co.

Date of contract June 16, 19 59

Date work started June 2, 19 59

Project authorization $ 104,899.50

Exclusive of engineering $ 97,439.98

Kind of work Grading and Paving

Section prefix 524-1041

Contract number 5499

Specified work days 70

Work days used 58

Per cent of time elapsed 82.9 %

Estimated cost of completed project, exclusive of engineering $ 97,439.98

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7459.52

Engineering cost to date $ 7525.00, 100.9 %

Date project was completed Sept. 16, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	0	100%	100%	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

On Wednesday, Sept. 16, the broken catch basin seal was replaced. No other work was performed the past week. All the catch basins have been cleaned out and the contract is nowcompleted.

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1959
NOTED-- ☐ ☐ B ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

NOTED
JOHN P. [illegible]

Signed

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.98	0.98			0.98
Miles partially completed	"	"			"
Miles completed	"	"			"
Total estimated quantities (contract)	5700 c.y.	6000 c.y.			4500 tons
Total quantities corrected to date	5200 c.y.	5750 c.y.			4405 tons
Estimated quantities moved or placed to date	All	All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday			

FORM E-120-X 87.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

RECEIVED
SEP 9 - 1959

September 8, 1959

Salem-Browning Avenue
Liberty Road
Contract No. 5499
FAS 742

M. J. Brassfield Company
975 Imperial Drive
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Work on the subject project has been substantialy completed with the exception of the gravel foot path.

These footpaths normally carry a quite considerable pedestrian traffic which includes in season school children. The paths in their present condition are not suitable for this class of traffic and this will force pedestrians to walk on the paved roadway and directly in traffic lanes, creating a potentially dangerous situation.

Ample time has elapsed since completion of curbs and other facilities for placing of this sidewalk surfacing material. Therefore, you are hereby directed to proceed immediately without further delay with this work in order that the same may be completed prior to the opening of the schools on next monday, September 14.

Owing to the critical pedestrian traffic situation involved, failure to perform the work as outlined will force the state to perform this work and deduct the cost thereof from payments then or thereafter due the contractor.

J. D. Walker
Division Engineer

JDW/jh

cc: Tom Edwards
City County Relations ✓
Marion County Court
K. E. Bartell

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, Chairman
Portland
ROBERT B. CHESSMAN, Member
Astoria
KENNETH N. FRIDLEY, Member
Wasco

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
V. R. JONES

RECEIVED
[illegible] 1959

August 19, 1959

M. J. Brassfield Company
975 Imperial Drive
Salem, Oregon

FAS 742
Marion Co

Subject: Salem-Browning Avenue Section
Liberty Road
Contract No. 5499

Gentlemen:

During a recent inspection of the subject project, it was noted some of the work on the project is of poor quality and will have to be repaired before this project can be accepted. Some of the items noted are as follows:

1. In some driveway areas, no gutter line was made making it such that the water running along the gutter line will not continue down the gutter line but will run across the driveway onto private property.

2. The newly constructed curb has been chipped and cracked, leaving a very unsightly looking curb.

3. There is an unwarranted high spot in the pavement at a manhole, making a very rough riding condition.

I would like to go over this project with you or your representative and talk over the work necessary to bring this project to an acceptable condition.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. K. E. Bartel
Mr. J. F. Hagemann

FORM E-129

RECEIVED
JUL 13 1959
FOR FILING

[illegible]

5499

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

M. J. Brassfield Company
975 Imperial Drive
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5499, awarded June 16, 1959,
for grading-paving the Salem-Browning
Avenue Section of Liberty Road in Marion
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL - 2 1959
FOR FILES
[illegible]
5499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1959

SUBJECT: Salem-Browning Avenue Section
Liberty Road
Contract No. 5499

To: Mr. J. D. Walker
Division Engineer
Office

Reference is made to your letter of June 30th regarding extension of the project limits to the new city limits.

I discussed this with the Bureau of Public Roads and they were of the opinion that, with only 43 feet involved, the problem should be handled as follows: Construct a road connection to match the proposed work by the city of Salem through this 43-foot section.

Please obtain the contractor's acquiescence for work outside of the project limits.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jw

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1959

SUBJECT: Salem-Browning Avenue Section
Liberty Road
Contract No. 5499

To:

Mr. Tom Edwards
Construction Engineer
Department

The end of the subject project as shown on the plans is at Station 51+50. The original intent on this project was to extend it to the Salem city limits. At the time the project was being worked up, the location of the city limits was in question, as the City was in the process of annexing some additional property in this location. The exact extent of this annexation could not be determined at that time. The annexation has been completed and the city limits established by the city crew.

The new city limits are some 43 feet from the end of the project. If possible, we would like to have the subject project extended to complete the construction of the county road to the new city limits. Attached is a print of Sheet No. 6 of the plans for the subject project showing in red the location of the new city limits. It is quite imperative that something be done in this 40-foot strip, as the City is planning to start at the city limits and improve the remainder of Liberty Road to its junction with Commercial Street to the same standard and typical section the subject contract is being constructed.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Kenneth E. Bartel

CONSTRUCTION DIVISION
RECEIVED
JUL 1 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

5499 1-1-59 A

RECEIVED JUL 1959

Monthly Transaction No. 7-5	For 1-2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS 7-1-59	ate **Oregon**
Project Report No. S 379(3)	**FEDERAL-AID PROJECT AGREEMENT**	County **Marion**
5499		Project No. **S-379(3)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Salem City Limits to North end DS - 379(2)
(Salem-Browning Ave. Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	1.00
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 102,293	Federal funds $ 63,200

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By A H Duncan

State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Salem-Browning Avenue Section, Project No. S-379(3).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Salem-Browning Avenue Section, Project No. S-379(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-379(3)

SALEM-BROWNING AVENUE SECTION OF LIBERTY ROAD

IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1959

Type Code 6201
Roadway (Sta. 0+00 to Sta. 51+50)(Contract No. 5499)

Clearing and Grubbing	All Required		$ 5,000.00
Removal of Miscellaneous Concrete and Masonry	All Required		800.00
Drainage Excavation, Unclassified	1,370 cu.yds.	$ 4.00	5,480.00
General Excavation, Unclassified	5,700 cu.yds.	1.25	7,125.00
Finishing Roadbed and Slopes	0.98 mile	600.00	588.00
30-inch Concrete Pipe	30 lin.ft.	8.50	255.00
8-inch Sewer Pipe	760 lin.ft.	2.00	1,520.00
12-inch Sewer Pipe	1,300 lin.ft.	2.00	2,600.00
18-inch Sewer Pipe	1,570 lin.ft.	3.50	5,495.00
21-inch Sewer Pipe	400 lin.ft.	4.00	1,600.00
Concrete Manholes	8 only	175.00	1,400.00
Concrete Inlets, Type "C"	30 only	65.00	1,950.00
Adjustment of Catch Basins	5 only	40.00	200.00
Concrete Curbs	330 cu.yds.	35.00	11,550.00
Coarse Crushed Material in Base	5,700 cu.yds.	1.90	10,830.00
3/4" - 0 Material in Base	1,300 cu.yds.	1.90	2,470.00
3/4" - 0 Material in Footpaths	280 cu.yds.	2.50	700.00
Sprinkling	180 M-gals.	4.00	720.00
Preparation of Base	0.98 mile	400.00	392.00
3/4" - 0 Material in Binder Course	150 cu.yds.	3.50	525.00
RC-3 Asphalt	23 tons	38.00	874.00
Class "B" Asphaltic Concrete	4,500 tons	6.00	27,000.00
RS-1 Asphalt	4 tons	50.00	200.00
Extra for Paving Approaches	84 only	30.00	2,520.00
			$91,794.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing (Temporary)	All Required		200.00
	Subtotal		$92,994.00
	10% Engr. and Cont.		9,299.40
	Total		$102,293.40

Length of Roadway	0.975 mile
Cost of Roadway per mile.	$104,916.30

Federal Funds	$ 63,200.00
State Funds	19,546.70
County Funds.	19,546.70
	$102,293.40

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939.

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
JUN 23 1959
FOR FILING

S-379(3)

5499

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 2, 1959, on Contract No. 5499, Salem-Browning Avenue Section, in Marion County, in connection with Federal Aid Project No. S-379(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
JUN 23 1959
FOR FILING

S-379(3)

5499

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 2, 1959, on Contract No. 5499, Salem-Browning Avenue Section, in Marion County, in connection with Federal Aid Project No. S-379(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Form A-150—10M—6-58

RECEIVED
JUN 18 1959

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 60811

NOTED
Harold C. Ayers

Date June 17, 1959

Your Req. No.

NOTED
JOHN D. [illegible]

Billing Request No. cc-489

Credit Distribution: 524-1044-297

Marion County

Salem, Oregon

Attention: County Court

Advance Deposit	$ 21,000.00
Partial transfer county's share total cost of Salem-Browning Avenue Section, FAS 742, covered by agreement dated May, 1959	17,000.00
To be retained	4,000.00

NOTED
C. G. [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
June 17, 1959

Mr. R. L. Porter, Office Engineer
OFFICE

Salem-Browning Avenue Section
FAS 742, Marion County

NOTED
R. JONES

NOTED
John F. Hagemann

The required advance deposit and a certification that the right-of-way is clear on the above project have been received from Marion County.

This project is now clear for award of a contract.

C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

June 16, 1959

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

This is to advise that Contract No. 5499 has been awarded to the M. J. Brassfield Company for construction of the Salem-Browning Avenue Section of FAS 742.

A copy of the contract is being forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Division

JFH:mm

NOTED
Harold C. Ayers

NOTED
[illegible]

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

May 26, 1959

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On May 26 a satisfactory bid was received from the M. J. Bressfield Company of Salem for constructing the Salem-Browning Avenue Section of FAS 742. As per the agreement between County and State the following advance deposit is required of the County prior to award of a contract.

Bid Items		$ 91,794.00
Anticipated Additional Items		
Signing	$ 200.00	
Flagging	1,000.00	
Move Mail Boxes	250.00	1,450.00
12-1/2% Engineering & Contingencies		11,655.50
Estimated Total Cost		$104,899.50

County advance deposit of 20% = $21,000

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit plus a letter certifying that all right-of-way or rights-of-entry as required for the project have been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

R/W OK 6/16/59
524-1041
Rcvd. 6/11/59
Cert # 5499

JFH:cg

cc: John Anderson
Marion County Engineer

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

Salem, Oregon
June 17, 1959

NOTED
Harold C. Ayers

Mr. Earl Saling
R/W Division

Right-of-way
Salem-Browning Avenue Section
Liberty Road
FAS 742, Marion County

NOTED
V. R. JONES

Attached are copies of right-of-way options and a copy of a letter from Marion County covering right-of-way for the subject named project.

Some of the options have provisions which would affect our construction such as paving and location of driveways. The lawn grass seeding will be done by the county.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

June 16
1 9 5 9

RECEIVED
JUN 17 1959

State Highway Department
City-County Relations
State Highway Building
Salem, Oregon

Attention: Mr. John F. Hagemann

Gentlemen:

Enclosed are copies of all the options on Liberty Road South/that we have obtained. You will find no option for Drawson, Morris or Roquemore, upon whom we have filed condemnation. Salem Heights Community Club did not want to sign a warranty deed, but we have a quitclaim deed from them. PGE's board has approved the deal, and a deed will be forthcoming from them.

Yours respectfully,

Clark W. Cox
Right of Way Agent

JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
C. G. SWENSON

June 15
1959

RECEIVED
JUN 1[illegible] 1959
COUN[illegible]

NOTED
JOHN D. GRAHAM

State Highway Department
County-City Relations
State Highway Building
Salem, Oregon

Gentlemen:

On this date Marion County filed condemnation complaints against the last three property owners on Market Road No. 20--Liberty Road South--from Salem city limits to Browning Avenue.

Marion County has reached agreements with all other property owners concerning the taking of property and slope easements concerning this project.

Very truly yours,

John A Anderson

John A. Anderson
County Engineer

JAA:s

RECEIVED
JUN 1[illegible] 1959

A

RECEIVED
JUN 30 1959

FOR FILING
S-379(3)

5499

June 16, 1959

M. J. Brassfield Company
975 Imperial Drive
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and paving on the Salem-Browning Avenue Section of Liberty Road in Marion County for the sum of $91,794.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5499.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation with you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder and Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

RECEIVED
MAY 29 1959
FOR FILING
[illegible]-379(3)
[illegible]

Salem, Oregon
May 27, 1959

Finance #262

Finance Agreement - Marion County
Salem-Browning Ave. Section

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Marion County covering the Salem-Browning Avenue Section of FAS 742 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Marion County Court.

Secretary

rn
Attach: 1

RECEIVED
MAY 28 1959

FOR FILING
S-379(3)

5499

May 27, 1959

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing for the records and files of Marion County a fully executed copy of a Finance Agreement between the State Highway Commission and Marion County covering the Salem-Browning Avenue Section of FAS 742 in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

R

RECEIVED
MAY 21 1959
FOR FILING

S 379[illegible]

5499

May 21, 1959

1282

Mr. Ralph G. Wyckoff
Attorney at Law
3030 Commercial Street S. E.
Salem, Oregon

Dear Mr. Wyckoff:

In reply to your letter of May 13, 1959 requesting that the Salem Heights Water District be furnished plans of the Salem-Browning Avenue Section of Liberty Road, we wish to inform you that plans of this project were sent to the District at 4516 Sunnyside Road on May 12, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Salem Heights Water District
4516 Sunnyside Road
Salem, Oregon

Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp ae

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 19, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Marion County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Salem-Browning Avenue Section of FAS 742 in Marion County. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on March 5, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

3-5-59 Min page 28
Floyd Query

PHONE EM 3-8556

RALPH W. G. WYCKOFF
ATTORNEY AT LAW
3030 COMMERCIAL STREET S. E.
SALEM, OREGON

REFERRED TO
Cooper
By State Highway Engineer

May 13, 1959

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

The Salem Heights Water District has been informed that Liberty Road is going to be widened between Vista Avenue and Browning Avenue.

The District has several water mains within the right of way which may possibly be affected by the work done in this project. It is my understanding that this is an FAS project and that the resident engineer is going to be an employee of the State Highway Department.

It would appear that it would be helpful to the Water District to have a copy of the plans for this project so that it will be able to ascertain to what extent its water lines will be affected.

Very truly yours,

Ralph Wyckoff

Ralph W. G. Wyckoff

RW/s

[illegible]
MAY 1 4 1959

RECEIVED
MAY 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 5OM 11-58 15690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 12 1959
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED

May 11, 1959
Salem, Oregon

SUBJECT: Options
Salem-Browning Ave. Sec.
Liberty Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

This is to confirm that we handed John Graham in this office this date 18 original option forms in quadruplet covering right of way to be acquired in connection with Salem-Browning Avenue Section of Liberty Road in Marion County. No Statements of Information were furnished. This contract is scheduled for letting May 26, 1959.

Please return to the Right of Way Department, a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We attached four prints of map number 8B-14-10 covering this area and bearing our date of May 6, 1959.

29842	Merritt W. & Aileen N. Truax	385	sq. ft.	
29843	Claude C. & Iva V. Ashby	392	ssq. ft.	
29844	Lark O. & Edith M. Brown	280	sq. ft.	p-1
		580	sq. ft.	p-2
29845	Ralph W. & Janet Schneider	280	sq. ft.	
29846	Roy F. & Lillian E. Melsha	643	sq. ft.	
29847	Andrew N. Drawson	280	sq. ft.	
29848	Salem Heights Community Club	280	sq. ft.	
29849	Clifford M. & Velears A. Wade	170	sq. ft.	
29850	Joe L. & Minnie B. Himmel and Roy S. and Althea S. Ferris	1,340	sq. ft.	
29851	Jesse N. & Zora Roquemore	1,485	sq. ft.	
29852	J. Jay Morris	280	sq. ft.	p-1
		1,625	sq. ft.	p-2
29853	Edmund A. & Dina V. Carleton	280	sq. ft.	
29854	Russell E. & Alice L. Pratt	195	sq. ft.	
29855	?	465	sq. ft.	
29856	State Finance Company	350	sq. ft.	
29857	Alice Eva Watenpaugh	700	sq. ft.	
29858	Portland General Electric Co.	105	sq. ft.	
29861	Leonard T. & Vernita L. Maxwell	392	sq. ft.	

EARL F. SALING
Right of Way Office Manager

AC
blr
options handed to J. Graham

Del. to Co. May 11, 1959

RECEIVED
MAY 14 1959

FOR FILING
X. 379(3)

5499

5 11 59

ADDENDUM "A"
LOCATION PROSPECTUS
SALEM SOUTH CITY LIMITS - BROWNING AVENUE SECTION
FAS 742 - MARION COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Under "Tentative base design ..." change Asphaltic Concrete Paving "Over Existing" from ½" to 1½".

Paragraphs 5 through 8: Correct as per original prospectus.

May 11, 1959

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson
Walter T. Wright

NOTED
G. S. PAXSON

RECEIVED
MAY 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1959
FOR FILING
S-379(3)
5499

4-22-59

LOCATION PROSPECTUS
SALEM SOUTH CITY LIMITS TO BROWNING AVENUE
FAS 742 - MARION COUNTY

The following prospectus is submitted concerning the above mentioned section of FAS 742 (Liberty Road) which is a county road on the Federal Aid Secondary System. The northerly terminus is at the South City Limits of Salem. The southerly terminus is at the intersection with Browning Avenue. The overall length of the project is 1.10 miles.

This will be a location survey for the purpose of preparing plans and estimates for widening the existing facility to a 44-foot street section within the project limits. County forces have completed a survey and design on this section which is within the existing 60-foot right of way. This county survey and design will be utilized as far as practicable avoiding major changes which would require additional right of way acquisition. The project will follow the existing street through a suburban area of Salem.

Reconnaissance has been run by the county. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing ADT is 5,000, and the projected (1975) ADT is 8,000. This will be a 44-foot curbed street section with a design speed of 45 mph. Crushed rock or gravel foot paths are to be included in the project. The tentative base design by G.L. Decker is:

New Work		Over Existing
Asphaltic Concrete Paving	3"	1/2"
3/4"-0 Level Course	2"	
Coarse Crushed Base	9"	
Total	14"	

(Base design subject to change upon completion of soils investigation.)

This will be an unrestricted access facility with at grade intersections of cross streets. Parking will be prohibited within the limits of the completed project. There are no railroad crossings or major stream crossings.

Adequate quantities of material are available from local commercial sources.

Agreements with the county will be necessary.

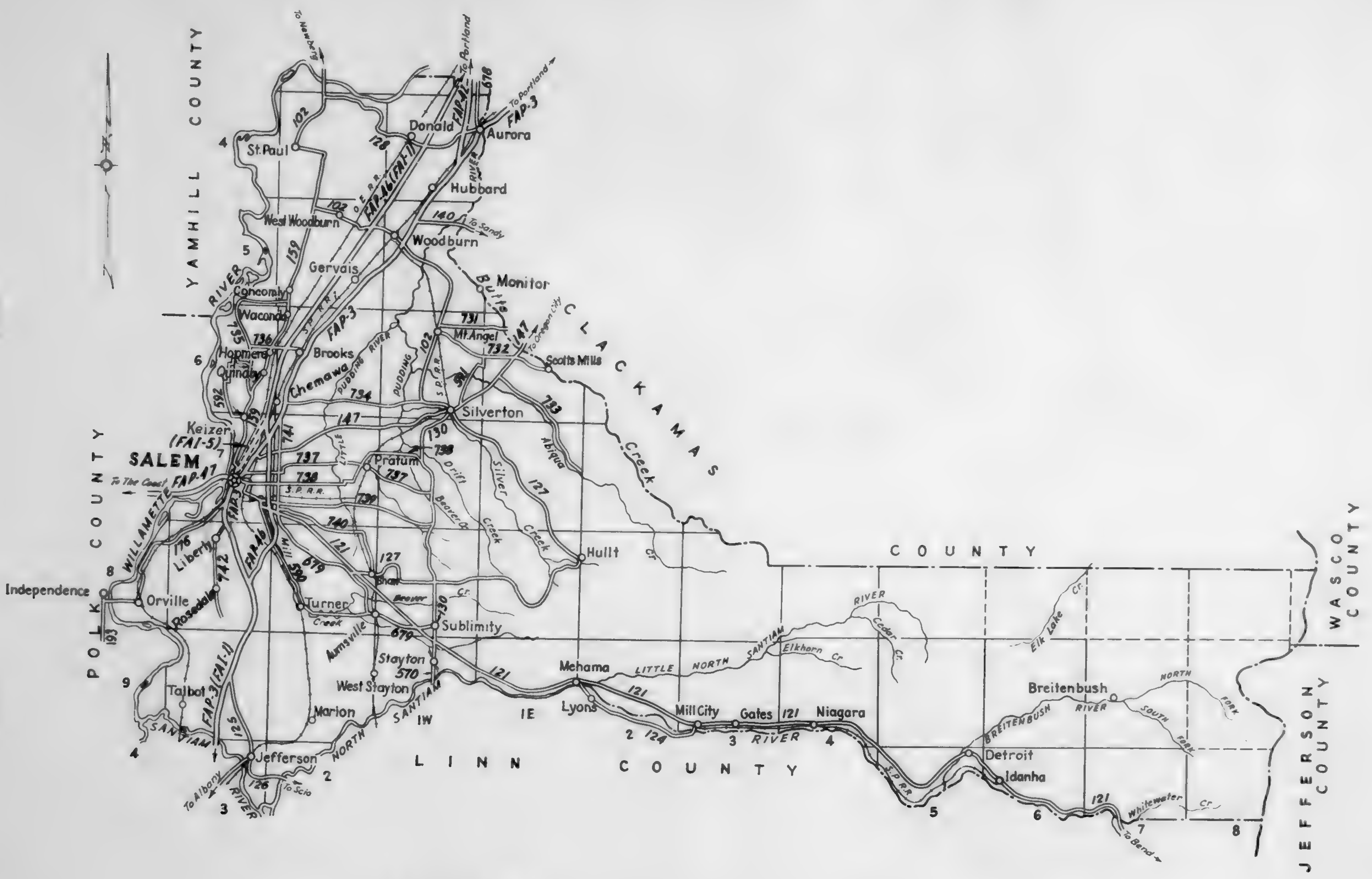
There are no state parks affected by this project.

April 22, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson
Walter T. Wright

RECEIVED
APR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER


YAMHILL COUNTY
POLK COUNTY
CLACKAMAS COUNTY
LINN COUNTY
WASCO COUNTY
JEFFERSON COUNTY
SALEM
Keizer
(FAI-5)
FAP-17
FAP-3
FAP-3 (FAI-1)
FAP-46
FAP-46 (FAI-1)
FAP-42
To The Coast
To Portland
To Newberg
To Sandy
To Oregon City
To Albany
To Scio
To Bend
Independence
Orville
Rosedale
Liberty
Talbot
Jefferson
Marion
Turner
Aumsville
Shaw
Sublimity
Stayton
West Stayton
Pratum
Silverton
Hullt
Scotts Mills
Mt. Angel
Monitor
Woodburn
Hubbard
Aurora
Donald
St. Paul
West Woodburn
Gervais
Concomly
Waconda
Brooks
Hopmere
Quinaby
Chemawa
Mehama
Lyons
Mill City
Gates
Niagara
Detroit
Idanha
Breitenbush
WILLAMETTE RIVER
SANTIAM RIVER
NORTH SANTIAM RIVER
LITTLE NORTH SANTIAM RIVER
BREITENBUSH RIVER
NORTH FORK
SOUTH FORK
PUDDING RIVER
LITTLE PUDDING RIVER
Butte Cr.
Abiqua Creek
Silver Creek
Drift Cr.
Beaver Cr.
Turner Creek
Mill Cr.
Elkhorn Cr.
Cedar Cr.
Elk Lake Cr.
Whitewater Cr.
S.P.R.R.
O.E.R.R.
1W
1E
102
121
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740
741
742

— LEGEND —

- F.A. Primary Highway.
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road.

MARION COUNTY
FAS SYSTEM

Scale 0 2 4 Mi. June 1958

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

May 6, 1959

NOTED
V. R. JONES

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Salem-Browning Avenue Section of FAS 742 upon which bids will be received May 26.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $120,700; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the county court sign, the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in this office not later than May 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

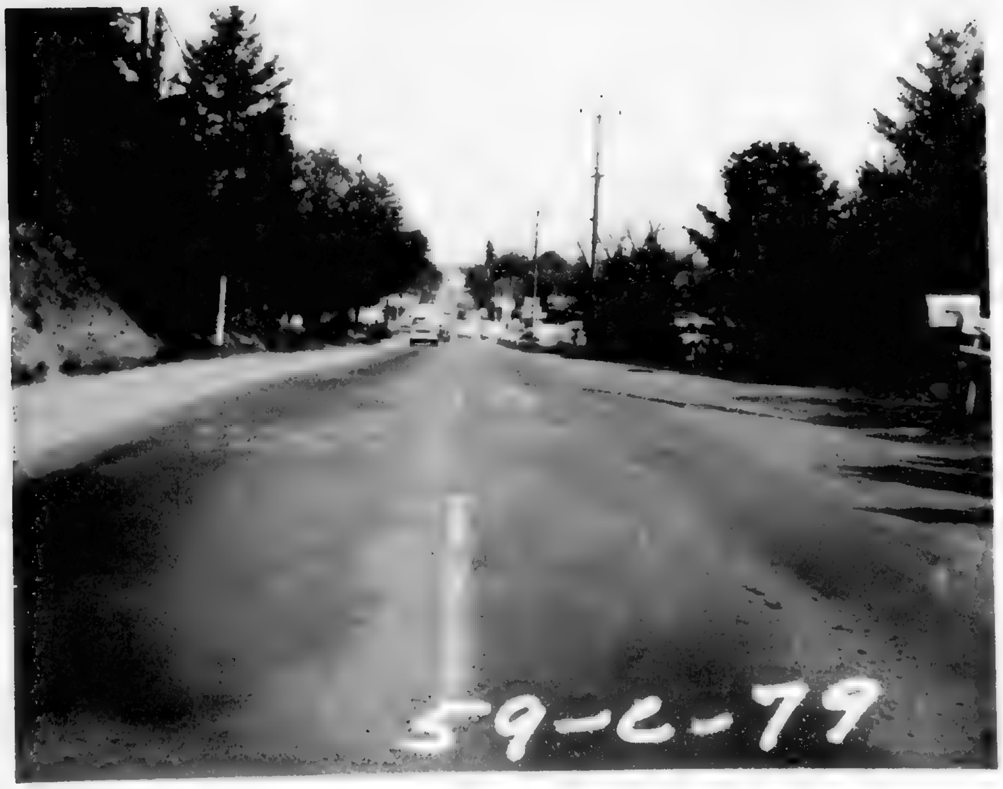
Encl.

4-24-59

FAS 742 **County** Marion **Contract No.** [illegible]

Section Salem - Browning Ave

Location 59-C-79; Front of Pres. Church Driveway, looking N.



FA 29

Se

Lo N.

-24-59

[illegible] 3605)

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
[redacted]
COMMISSIONER HENRY AHRENS

PHONE EMPIRE 4-4401

MARION COUNTY COURT
COURTHOUSE
SALEM, OREGON

March 24, 1959

RECEIVED
MAR 25 1959

Mr. John F. Hagemann
Assistant Engineer
County and City Relations
State Highway Department
State Highway Building
Salem, Oregon

Dear Sir:

In reference to the side walks along Liberty Road South, the Marion County Court has decided not to put black top on the gravel.

Very truly yours,

Roy J. Rice

Roy J. Rice
County Commissioner

RJR:jdl

Nothing further needs to be done J.F.H

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

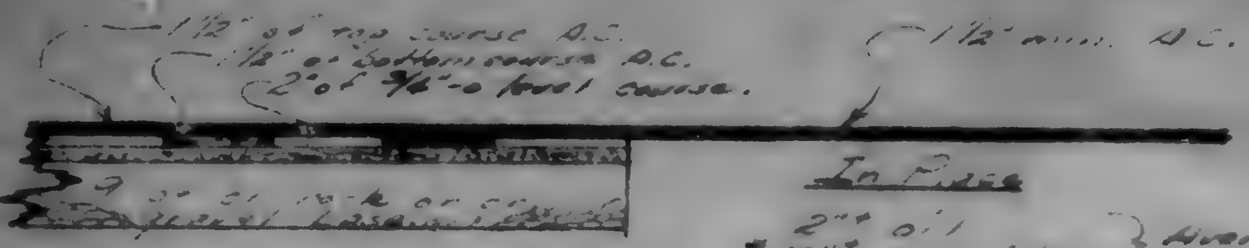
NOTED
C. G. SWENSON

ection Dixon-Browning Ave. Highway F.A.S. 742 County Marion Prefix [illegible]

p. Engr. K.E. Bartel Length of Project ___ Miles. Sta. ___ to Sta. ___ Date 4-[illegible]

TYPICAL SECTIONS Traffic Classif. - Medium

New Work | Existing Roadway


1½" of top course A.C.
1½" of bottom course A.C.
2" of ¾"-0 level course.
9" of [illegible] rock or crushed gravel base [illegible]
1½" min. A.C.
In Place

2" oil
*10" gravel base } Average

① Clay

① Type of Soil
39 LL
16 PI
83 % P.200
[illegible] % Silt
[illegible] % Clay
16 R Value

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base Wear: Exist. Surf. Allow.	Designed Base Wear: New Work
14			
[illegible]			
14			[illegible]

NOTED
V. R. JONES

RECEIVED
MAY 1 1959
ENGINEER
COUNTY & CITY R

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be
* Test of existing base. Suitable material source to be determined by the Engineer.	478131	2.74	Gravel	1½"	33.8	19.5	13.6	—	[illegible]	2	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Parker
[illegible]
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State [illegible]

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
3/12/59

FAS 742, MARION COUNTY ✓

TERMINI: From the Salem city limits, southerly to Browning Avenue [north end Oregon Progect: DS-379(2)] (Salem-Browning Avenue Section).

PROPOSED WORK: Grade, drain, and construct 4-lane high type surface.

PROJECT LENGTH: 1.00 mile.

COSTS	TOTAL FAP	FEDERAL	STATE	OTHER
CONSTRUCTION:	$130,000	$78,000	$26,000	$26,000 (County)

EXISTING FACILITY:
ROADWAY: 22' wide bituminous wearing surface with 8' to 10' shoulders. No substandard horizontal alignment. Two vertical curves have stopping sight distance for 45 m.p.h. speed. Speed zones of 35 and 45 m.p.h. have been legally established on this section of road.
STRUCTURES: None

ADJACENT SECTIONS:
NORTH END: 18' P.C. concrete pavement with 12' shoulders. The City of Salem plans to reconstruct this section during 1959 or 1960 to conform to the proposal FAS project.
SOUTH END: 22' A.C. pavement with 8' shoulders constructed under Oregon Project DS-379(2).

PROJECT DATA: Grade, drain, construct curbs and storm sewers, and construct asphaltic concrete pavement 44' wide between curbs. Rock footpaths 3' to 5' wide are also to be constructed on each side.

ROW WIDTH:	60'
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None Required
PUBLIC HEARING:	None Required

MINIMUM DESIGN STANDARDS: This road is in rolling topography immediately south of the City of Salem and is the principal access road to a suburban residential area which is still developing. Due to existing roadside development which is of an urban nature, acquisition of additional R/W is beyond the financial ability of the county and also, if attempted, would result in displacement of a large segment of the general public. As a result it is proposed to construct within the existing R/W a 44' wide street section which will function as a minimum type 4-lane facility by prohibiting parking. The proposed improvement will follow the existing grade and alignment which will result in two vertical curves having a minimum sight distance for 45 m.p.h. speed. This meets existing speed restrictions which will either reamin in effect or be lowered to 35 m.p.h. throughout the entire section as the general area developes further.

UNUSUAL OR COMPLICATED SITUATIONS: See Minimum Design Standards.

Route data submitted under Oregon Project: S-379(1) and DS-379(2).

JFH:cg

NOTED
C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 23, 1959

Proposed County FAS Project
FAS 742, Marion County

Mr. Tom Edwards
OFFICE

NOTED
V. R. JONES

Enclosed are four copies of a tabulation, with map attachment, describing a project proposed by Marion County for construction with available FAS funds. This project will be presented to the Highway Commission for approval at its March 5-6 meeting.

This represents a minimum type improvement as specifically requested by the county. The proposed project has been discussed with Mr. Polk and Mr. Cowan of the B.P.R. and informal approval obtained from them as it meets minimum AASHO standards for projects in an area having urban type development.

As per B.P.R. regulations for expenditure of FAS funds, the northerly terminus will be the Salem city limits which were recently extended from Vista Avenue to a point south of Vista Avenue as shown on the map.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl. 59-a

cc: Division II
Soils Division

NOTED

File

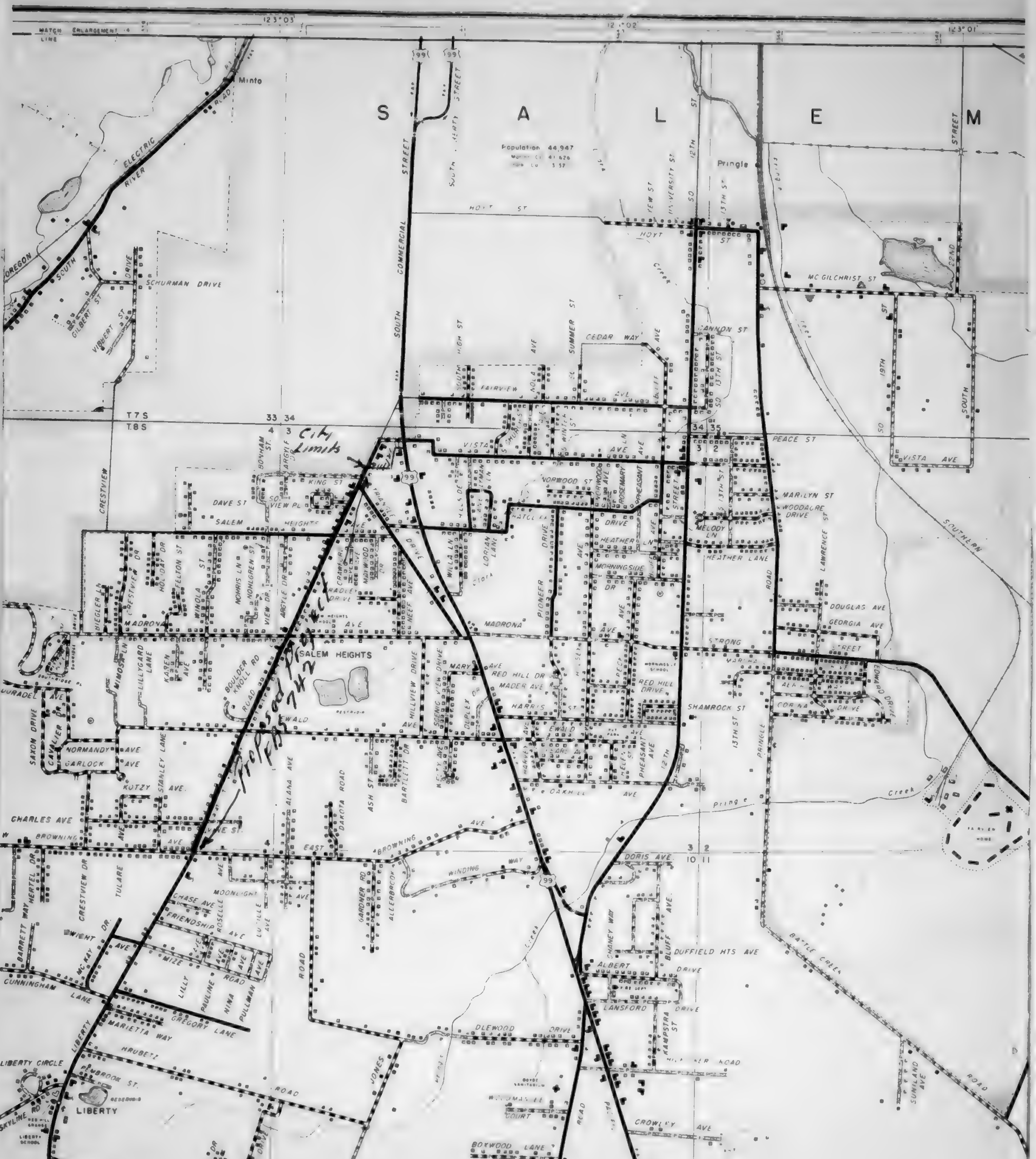
PROPOSED PROJECT
MARION COUNTY

FAS 742 - Salem-Browning Avenue Section, approximately 1 mile, $120,000. This section extends from the Salem city limits south of Vista Avenue southerly to Browning Avenue.

The proposed project is to construct a curbed street section with a 44' wide pavement between curbs utilizing as much of the existing 22' wide pavement and 40' wide roadway as possible. Crushed rock or gravel footpaths are to be included in the project. The county has completed a survey and design on this section which stays within the existing 60' right-of-way and it is proposed to utilize this county survey and design with no major changes which would require acquisition of additional right-of-way. Horizontal alignment is satisfactory and the sight distance on vertical curves meets minimum standards for a 45 mile per hour road. This road is presently signed for a 35 to 45 mile per hour speed limit and, due to roadside development, these speed restrictions are expected to remain in effect. The cost of additional right-of-way on this section of road is beyond the county's financial ability. By prohibiting parking the 44' street section will serve as a minimum type four-lane road.

Mr. John Anderson, Marion County Engineer, should be contacted to obtain the county survey data.

59-b
2/20/59



MATCH ENLARGEMENT LINE
123°03'
123°02'
123°01'
S A L E M
Population 44,947
41,626
3,57
City Limits
Proposed Project F.A.S. 742
99
T7S
T8S
33 34
4 3
34 35
3 2
10 11
Minto
OREGON
SOUTH RIVER ROAD
ELECTRIC
SCHURMAN DRIVE
GILBERT ST
VIBBERT ST
DRIVE
SOUTH COMMERCIAL STREET
SOUTH LIBERTY STREET
HOYT ST
HIGH ST
NOLA AVE
SUMMER ST
CEDAR WAY
FAIRVIEW
YEW ST
UNIVERSITY ST
SO 12TH ST
13TH ST
Pringle
CANNON ST
MC GILCHRIST ST
22ND
SO 19TH ST
SOUTH STREET
VISTA AVE
PEACE ST
SOUTHERN
CRESTVIEW
BONHAM ST
ARGYLE
KING ST
DAVE ST
VIEW PL
SALEM HEIGHTS
NORWOOD ST
ROSEMARY
PHEASANT AVE
MARILYN ST
WOODACRE DRIVE
MELODY LN
HEATHER LANE
HEATHER LN
MORNINGSIDE DR
LAWRENCE ST
DOUGLAS AVE
GEORGIA AVE
STRONG
STREET
HOLIDAY DR
WINOLA ST
NOHRIS LN
NOHLGREN ST
VIEW DR
ARGYLE DR
CRAWFORD
HADLEY DRIVE
MAYWOOD
WILLA LN
LORIAN LANE
PIONEER DRIVE
BIEGLER LN
MADRONA AVE
MADRONA
SALEM HEIGHTS
BOULDER KNOLL RD
LILLYGARD LANE
KAREN AVE
MIMOSA LN
HILLVIEW DRIVE
SCENIC VIEW DRIVE
MARY AVE
RED HILL DR
MADER AVE
HARRIS ST
RED HILL DRIVE
SHAMROCK ST
EDWARD DRIVE
EWALD
EWALD AVE
DUPLEX DR
DURADEL
SAXON DRIVE
CAVALIER
NORMANDY AVE
GARLOCK AVE
STANLEY LANE
KOTZY AVE.
ALANA AVE
DAKOTA ROAD
ASH ST
BARTLETT DR
KELLY AVE
OAKHILL AVE
12TH
13TH ST
PRINGLE ROAD
Pringle Creek
Creek
FAIRVIEW HOME
CHARLES AVE
BROWNING AVE
EAST
WINDING WAY
DORIS AVE.
HERTEL DR
CRESTVIEW DR
TULARE
BARRETT WAY
CHASE AVE
FRIENDSHIP
MOONLIGHT
ROSELLE
LUCILLE AVE
GARDNER RD
ALLERBROOK
WIGHT DR
MIZE
LILLY
PAULINE
NINA
PULLMAN
ROAD
MC KAY
CUNNINGHAM LANE
GREGORY LANE
MARIETTA WAY
HRUBETZ
LIBERTY
LIBERTY CIRCLE
ROAD
JONES
BROOK ST.
SKYLINE RD
LIBERTY SCHOOL
BOONE
COLONIA DR
LORI AVE
FABELL DRIVE
LN
CHANEY WAY
BLUFF AVE.
DUFFIELD HTS AVE
ALBERT DRIVE
LANSFORD DRIVE
KAMPSTRA ST
OLEWOOD DRIVE
HILLTOP ROAD
COURT
BOXWOOD LANE
CROWLEY AVE
ROYVONNE
WAYSIDE
HIGHWAY
ROAD
BATTLE CREEK ROAD
SUNLAND AVE

US-226(3) Hilda St.-Beaver Cr. Rd., 1959
(Oregon City) Sec. (Grad.
#5500 & Paving)

C&A
2092

Mr. Williams

RECEIVED

NOTED
W. C. WILLIAMS

May 19, 1960

Hilda St.-Beaver Creek Rd.
(Oregon City)
Contract No. 5500

FINAL COST ANALYSIS

Clearing, Grading & Paving
Contractor: Charles T. Parker
Resident Engineer: W.J. Scofield

Cascade Highway
Prefix 103-1074-201(41)

US [illegible] (3)
[illegible] (5)
5500

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	4,900.00	1,400.00	1,400.00	4,900.00
2. Drainage Excav., Unclass.	1,178.74	Cu. Yd.	3.00	2.75	3,241.54	3,536.22
3. General Excav., Unclass.	8,889.2	Cu. Yd.	0.90	0.85	7,555.82	8,000.28
4. Finish R.B. & Slopes	.83	Mile	2,000.00	800.00	664.00	1,660.00
5. 18" Concrete Pipe	58	Lin. Ft.	4.00	3.90	226.20	232.00
6. 36" Concrete Pipe	28	Lin. Ft.	11.00	9.30	260.40	308.00
7. 8" Sewer Pipe	299	Lin. Ft.	1.30	1.50	448.50	388.70
8. 12" Sewer Pipe	1,241	Lin. Ft.	1.90	2.10	2,606.10	2,357.90
9. 15" Sewer Pipe	1,004	Lin. Ft.	2.75	2.90	2,911.60	2,761.00
10. 18" Sewer Pipe	920	Lin. Ft.	3.50	3.50	3,220.00	3,220.00
11. Extra for Pipe under pvmt.	99	Lin. Ft.	6.00	4.50	445.50	594.00
12. Conc. Inlets, Type G	21	Each	85.00	80.00	1,680.00	1,785.00
13. Concrete Manholes	6	Each	220.00	220.00	1,320.00	1,320.00
14. Adj. of Catch Basins	2	Each	30.00	20.00	40.00	60.00
15. Concrete Curbs	194.56	Cu. Yd.	41.00	41.00	7,976.96	7,976.96
16. Coarse Cr. Mat'l in Base	10,387	Cu. Yd.	3.00	2.85	29,602.95	31,161.00
17. 3/4"-0 Mat'l in Base	1,851	Cu. Yd.	3.00	2.85	5,275.35	5,553.00
18. Sprinkling	257	M-Gal.	2.50	2.50	642.50	642.50
19. Preparation of Base	.83	Mile	1,000.00	755.30	755.30	830.00
20. 3/4"-0 in Binder Course	60	Cu. Yd.	4.75	4.35	261.00	285.00
21. Furn. & Place Aggregates	75	Cu. Yd.	5.00	4.35	326.25	375.00
22. RC-3 Asphalt	6	Ton	50.00	44.11	264.66	300.00

Final Cost Analysis - Contract No. 5500
Hilda Street-Beaver Creek Road (Oregon City)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
24. RS-1 Asphalt	2.73	Ton	50.00	46.50	126.95	136.50
25. Class B Asph. Concrete	4,430.785	Ton	6.55	6.23	27,603.79	29,021.64
26. Extra for paving approaches	57	Each	25.00	27.42	1,562.94	1,425.00
27. Asph. Conc. Traffic Markers	890.6	Lin. Ft.	0.70	0.67	596.70	623.42
PA#1 R.S.K. Emulsified Asph. in Binder Course	6.29	Ton	50.00	46.50	292.49	314.50
PA#2 R.S.K. Emulsified Asph. in Oil Mat	11.46	Ton	45.00	46.50	532.89	515.70
PA#3 Cement Adj. favor of State	14.5	Bbl.	4.60	4.60	-66.70	-66.70
Force Account					2,020.04	2,282.84
					$103,793.73	$112,499.46

Gross Revenue	$ 112,499.46
Total Cost	103,793.73
Net Profit	$ 8,705.73

Net Profit equals 7.74% of Gross Revenue

DETAIL OF COSTS - Contract No. 5500

Labor:				
Labor			$ 23,272.91	
Labor Insurance			2,248.16	$ 25,521.07
Equipment Rental and Miscellaneous Expenses:				
Equipment Rental			17,272.91	
Gas, Oil and Grease			6,214.84	
Bond			843.75	
P.U.C.			215.91	
Home Office and General Overhead			6,649.97	
Move In			500.00	31,697.38
Materials:				
Ready Mix			2,935.75	
18" Concrete Pipe	58 Lin. Ft.	@ $2.36	136.88	
36" Concrete Pipe	28 Lin. Ft.	@ $6.21	173.88	
8" Sewer Pipe	299 Lin. Ft.	@ $0.51	152.49	
12" Sewer Pipe	1,241 Lin. Ft.	@ $0.89	1,104.49	
15" Sewer Pipe	1,004 Lin. Ft.	@ $1.43	1,435.72	
18" Sewer Pipe	920 Lin. Ft.	@ $1.81	1,665.20	
Inlets, grates and manhole covers			129.49	
Coarse Cr.Mat'l in Base	10,387 Cu.Yd.	@ $1.91	19,839.17	
3/4"-0 Cr.Mat'l in Base	1,851 Cu.Yd.	@ $1.91	3,535.41	
3/4"-0 Cr.Mat'l in Binder	60 Cu.Yd.	@ $1.91	114.60	
Furnish Aggregates	75 Cu.Yd.	@ $1.91	143.25	
RC-3 Asphalt	6 Tons	@ $26.48	158.88	
RS-1 Asphalt	2.73 Tons	@ $27.87	76.08	
Asphalt in Class B	292.32 Tons	@ $26.48	7,740.63	
Aggregates for Cl.B Asph.	3,183.43 Tons	@ $1.91	6,080.35	
R.S.K. Ems.Asph. in Binder Course	6.29 Tons	@ $27.87	175.30	
R.S.K. Ems.Asph. in Oil Mat	11.46 Tons	@ $27.87	319.39	
Sight Posts	24 Posts	@ $4.16	99.84	
Signs			535.79	
Lumber for Mail Boxes			22.69	46,575.28
		TOTAL		$ 103,793.73

Perkins Bros., subcontractor, on Items 1 to 15 inclusive.

Remarks - Contract No. 5500

This was a "Federal Aid Urban Project" calling for the construction of 0.83 mile of highway roadbed, involving approximately 9,100 cubic yards of roadbed excavation; construct 0.83 mile of stone base and approximately 4,550 tons of asphaltic concrete paving.

The north end of the project is at Sta. 5+00, which station is at the intersection of the Cascade Highway (Molalla Avenue) with Hilda Street in Oregon City. The south end of the project is at Sta. 49+00, which station is approximately 0.2 mile south of the intersection of the Cascade Highway with the Beaver Creek Road and approximately 0.34 mile south of the south city limits of Oregon City. The overall length of the project is 0.83 mile.

The project was bid May 26, 1959, awarded June 23, 1959 and work began June 19, 1959. The contractor started clearing and grading with limited equipment. The moving of power poles, telephone lines, gas lines and water lines caused considerable delays. The contractor installed sewer lines, curbs, catch basins and manholes. Aggregates came from a commercial source and slight delay was incurred in some of the base rock.

Equipment used on project was: two backhoes; two 10-yd. trucks, swing crane, blade, compressor, D-8 with dozer, D-6 with dozer, water wagon, roller, two pickups and miscellaneous small tools.

Items 1 to 15 were done by subcontractor, Perkins Bros. Utilities were the main cause of slow progress, however, the contractor had other work and transferred men from one project to another to utilize his labor. Good supervision with equipment in good shape contributed to favorable profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

A

RECEIVED
JAN - 6 1960
FOR FILING

S 226(5)
S 226(5)
5500

January 5, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway contract #5500 for grading-paving the Hilda St.-Beaver Creek Road (Oregon City) of the Cascade Secondary Highway in Clackamas County was completed by the contractor, Charles T. Parker Const. Co., on November 13, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,339.19 will be released to the contractor after acceptance by the Commission. The total contract amount is $112,499.46, of which amount $2,282.84 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

RECEIVED
DEC - 9 1959
FOR FILING

[illegible]
[illegible]
5500

December 9, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Charles T. Parker Const. Co., on contract #5500 for grading-paving Hilda St.-Beaver Creek Road Section (Oregon City) on the Cascade Secondary Highway in Clackamas County.

This payment, in the amount of $8,043.21, will be released to contractor on or after December 21, 1959. The retained percentage is $3,376.09.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

[illegible])
[illegible])
55[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 28, 1959

Section Hilda St. - Beaver Creek Road
Kind of work Grading and Paving
Highway Cascade County Clackamas
Section prefix 103-1074
Contractor Charles T. Parker Co.
Contract number 5500
Date of contract June 23, 1959
Specified work days 70
Date work started June 19, 1959
Work days used 63
Project authorization $ 141,035.43
Exclusive of engineering $ 131,006.43
Per cent of time elapsed 90 %
Estimated cost of completed project, exclusive of engineering $ 118,490.96
Estimated per cent [illegible] or underrun 7.8 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 10,029.20
Engineering cost to date $ 11,600, 115.7 %
Date project was completed November 13, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	Curb 100	100	Oil - 100 Pave- 100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

The semi-final estimate was completed this week, and will be submitted to the Division Office Monday, November 30th.

CONSTRUCTION DIVISION
RECEIVED
NOV 27 1959
NOTED-- CE ACE ACE COE

Noted
M. N. [illegible]

NOTED
C. [illegible]

Signed [illegible]
Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.83	0.83		Oil Shoulder 0.3	0.83
Miles partially completed					
Miles completed	0.83	0.83		0.3	0.83
Total estimated quantities (contract)	9,100	13,300		48	4,550
Total quantities corrected to date	8,900	12,247		26.5	4,430
Estimated quantities moved or placed to date	8,900	12,247		26.5	4,430
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

RECEIVED
NOV 19 1959
FOR FILING

US 226(3)
S 226(5)
5500

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 13, 1959, on Contract No. 5500, Hilda St.-Beaver Creek Road Section, in Clackamas County, in connection with Federal Aid Project Nos. S-226(5) and US-226(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
NOV - 6 1959
FOR FILING
[illegible]
[illegible]
[illegible]

November 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 19, 1959 on Contract No. 5500, Hilda St.-Beaver Creek Road (Oregon City) Section in Clackamas County, in connection with Federal Aid Projects No. S-226(5), US-226(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

RECEIVED
JUL 2[illegible] 1959
FOR FILING

11-226(3)
[illegible](5)
5500

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 20, 1959

Charles T. Parker Construction Co.,
6457 NE Columbia Blvd.,
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5500, awarded June 23, 1959, for grading-paving the Hilda St.-Beaver Creek Road in Oregon City on the Cascade Secondary Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

5500

Monthly Transaction No. 7-H011-226(3)	Fo A-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Clackamas
Project Report No. S226(5) 5500	FEDERAL-AID PROJECT AGREEMENT	Project No. S-226(5)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Oregon City Limits south approx. 0.4 mile
(Oregon City-Gafney Lane Section)

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	3-5-59	- - -
Rights-of-Way		
Construction	4-17-59	0.4
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 60,231.00	$ 37,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ______
(title)

By ______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~B~~y C. O. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 20, 1959

USComm-DC 11169

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hilda Street-Beaver Creek Road (Oregon City) Section, Project No. S-226(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hilda Street-Beaver Creek Road (Oregon City) Section, Project No. S-226(5).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-226(5)

HILDA STREET-BEAVER CREEK ROAD (OREGON CITY) SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 1, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$1,700.00

Type Code 6201
Roadway (Sta. 31+00 to Sta. 49+00)(Contract No. 5500)

Clearing and Grubbing	All	Required (40%)		$1,960.00
Drainage Excavation, Unclassified	600	cu. yds.	$3.00	1,800.00
General Excavation, Unclassified	3,200	cu. yds.	.90	2,880.00
Finishing Roadbed and Slopes	0.34	mile	2,000.00	680.00
18-inch Concrete Pipe	55	lin. ft.	4.00	220.00
36-inch Concrete Pipe	30	lin. ft.	11.00	330.00
12-inch Sewer Pipe	110	lin. ft.	1.90	209.00
18-inch Sewer Pipe	920	lin. ft.	3.50	3,220.00
Extra for Pipe Under Pavement	25	only	6.00	150.00
Concrete Inlets, Type "G"	2	only	85.00	170.00
Adjustment of Catch Basins	1	only	30.00	30.00
Concrete Curbs	40	cu. yds.	41.00	1,640.00
Coarse Crushed Material in Base	6,240	cu. yds.	3.00	18,720.00
3/4" - 0 Material in Base	940	cu. yds.	3.00	2,820.00
Sprinkling	180	M-gals.	2.50	450.00
Preparation of Base	0.34	mile	1,000.00	340.00
3/4" - 0 Material in Binder Course	85	cu. yds.	4.75	403.75
Furnishing and Placing Aggregates	150	cu. yds.	5.00	750.00
RC-3 Asphalt	15	tons	50.00	750.00
120-150 Asphalt	12	tons	45.00	540.00
RS-1 Asphalt	5	tons	50.00	250.00
Class "B" Asphaltic Concrete	2,050	tons	6.55	13,427.50
Extra for Paving Approaches	8	only	25.00	200.00
Asphaltic Concrete Traffic Markers	1,100	lin. ft.	.70	770.00
				$52,710.25
Flagging (57½% of Contractor's Cost)	All	Required		250.00
Signing (Temporary)	All	Required		250.00
		Subtotal		$53,210.25
		10% Engr. & Cont.		5,321.02
		Total		$58,531.27

Length of Roadway - - - - - 0.341 Mile
Cost of Roadway per Mile - - $171,645.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,700.00	$ 1,000.00	$ 700.00
Roadway	58,531.27	36,000.00	22,531.27
	$60,231.27	$37,000.00	$23,231.27

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Monthly Transaction No. 9-107	For 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project Report No. 6	-226(5) FOR FILING FEDERAL-AID PROJECT AGREEMENT	County Clackamas
		Project No. US-226(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Hilda St. to South City Limits (Oregon City)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	3-9-59	----
Rights-of-Way		
Construction	4-17-59	0.5
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 81,950.00	$ 50,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 20, 1959**

USComm-DC 40257

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hilda Street-Beaver Creek Road (Oregon City) Section, Project No. US-226(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hilda Street-Beaver Creek Road (Oregon City) Section, Project No. US-226(3).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. US-226(3)

HILDA STREET-BEAVER CREEK ROAD (OREGON CITY) SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 1, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 1,700.00

Type Code 6201
Roadway (Sta. 5+00 to Sta. 31+00)(Contract No. [illegible])

Clearing and Grubbing (60%)	All Required		$ 2,940.00
Drainage Excavation, Unclassified	760 cu. yds.	$ 3.00	2,280.00
General Excavation, Unclassified	5,900 cu. yds.	0.90	5,310.00
Finishing Roadbed and Slopes	0.49 mile	2,000.00	980.00
18-inch Concrete Pipe	25 lin. ft.	4.00	100.00
8-inch Sewer Pipe	210 lin. ft.	1.30	273.00
12-inch Sewer Pipe	1,270 lin. ft.	1.90	2,413.00
15-inch Sewer Pipe	1,050 lin. ft.	2.75	2,887.50
18-inch Sewer Pipe	170 lin. ft.	3.50	595.00
Extra for Pipe Under Pavement	85 lin. ft.	6.00	510.00
Concrete Inlets, Type "G"	18 only	85.00	1,530.00
Concrete Manholes	6 only	220.00	1,320.00
Adjustment of Catch Basins	1 only	30.00	30.00
Concrete Curbs	160 cu. yds.	41.00	6,560.00
Coarse Crushed Material in Base	5,360 cu. yds.	3.00	16,080.00
3/4" - 0 Material in Base	760 cu. yds.	3.00	2,280.00
Sprinkling	160 M-gals.	2.50	400.00
Preparation of Base	0.49 miles	1,000.00	490.00
3/4" - 0 Material in Binder Coarse	95 cu. yds.	4.75	451.25
RC-3 Asphalt	15 tons	50.00	750.00
RS-1 Asphalt	1 ton	50.00	50.00
Class "B" Asphaltic Concrete	2,500 tons	6.55	16,375.00
Extra for Paving Approaches	42 only	25.00	1,050.00
			$65,654.75
Work by Oregon City (Water Lines)	All Required		6,800.00
Flagging (57½% of Contractors Cost)	All Required		250.00
Signing (Temporary)	All Required		250.00
	Subtotal		$72,954.75
	10% Engr. & Cont.		7,295.47
	Total		$80,250.22

Length of Roadway - - - - - - - - - - - 0.492 Mile
Cost of Roadway per Mile- - - - - - - - $163,110.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,700.00	$ 1,000.00	$ 700.00
Roadway	80,250.22	49,000.00	31,250.22
	$81,950.22	$50,000.00	$31,950.32

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maint: Chap. 529, Laws 1939

HILDA STREET BEAVER CREEK ROAD (OREGON CITY) SECTION

Project No. US-226(3)

Estimated costs of work to be done by the City of Oregon City

Material		$1,023.89
Labor		5,405.00
Equipment		375.00
		$6,803.89
	Use	$6,800.00

Oregon State Highway Department

Federal Aid
Project No. UG-226(3)

HILDA STREET-BEAVER CREEK ROAD (OREGON CITY) SECTION
OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 13, 1959

Type Code P.E.

Preliminary Engineering	All Required		$ 1,700.00

Type Code 6201
Roadway (Sta. 5+00 to Sta. 31+00)

Clearing and Grubbing (60%)	All Required		$ 600.00
Drainage Excavation, Unclassified	760 cu. yds.	$ 3.00	2,280.00
General Excavation, Unclassified	5,900 cu. yds.	1.25	7,375.00
Finishing Roadbed and Slopes	0.49 miles	800.00	392.00
18 Inch Concrete Pipe	25 lin. ft.	4.50	112.50
8 Inch Sewer Pipe	210 lin. ft.	2.00	420.00
12 Inch Sewer Pipe	1,270 lin. ft.	2.50	3,175.00
15 Inch Sewer Pipe	1,050 lin. ft.	3.25	3,412.50
18 Inch Sewer Pipe	170 lin. ft.	3.75	637.50
Extra for Pipe Under Pavement	85 lin. ft.	3.00	255.00
Concrete Inlets, Type "G"	18 only	80.00	1,440.00
Concrete Manholes	6 only	250.00	1,500.00
Adjustment of Catch Basins	1 only	50.00	50.00
Concrete Curbs	160 cu. yds.	45.00	7,200.00
Coarse Crushed Material in Base	5,360 cu. yds.	2.60	13,936.00
3/4" - 0 Material in Base	760 cu. yds.	2.75	2,090.00
Sprinkling	160 M-gals.	3.00	480.00
Preparation of Base	0.49 miles	250.00	122.50
3/4" - 0 Material in Binder Course	95 cu. yds.	4.00	380.00
RC-3 Asphalt	15 tons	45.00	675.00
RS-1 Asphalt	1 ton	60.00	60.00
Class "B" Asphaltic Concrete	2,500 tons	7.50	18,750.00
Extra for Paving Approaches	42 only	30.00	1,260.00
			$66,603.00
Work by Oregon City (Water Lines)	All Required		5,000.00
Flagging (57½% of Contractor's Cost)	All Required		250.00
Signing (Temporary)	All Required		250.00
	Subtotal		$72,103.00
	10% Engr. & Cont.		7,210.30
	Total		$79,313.30

Length of Roadway	0.492 Mile
Cost of Roadway per Mile	$161,205.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,700.00	$ 1,000.00	$ 700.00
Roadway	79,313.30	49,000.00	30,313.30
	$81,013.30	$50,000.00	$31,013.30

FORM E-123-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Hilda St.-Beaver Creek Road
(Oregon City) Section
Cascade Highway
Project US-226(3)

Dear Sir:

We are submitting herewith the following data in connection with adjusting utilities of the City of Oregon City on the above subject project:

1. Three conformed copies of agreement between the State and City of Oregon City.
2. Three copies of the estimate of cost of adjusting the City Owned Utilities.
3. Three sets of plan sheets 3 and 4 showing utility work to be done.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Hilda St.-Beaver Creek Road
(Oregon City) Section
Cascade Highway
Project US-226(3)

Dear Sir:

Plans are hereby approved and authority is granted to proceed, as of June 25, 1959, with the adjustment of utilities by the City of Oregon City on the referenced project.

Work must be carried out under the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

RECEIVED
JUL 16 1959

FOR FILING
UX-226(3)
[illegible]
53[illegible]

A

1342

July 15, 1959

Mr. Ashley Greene
Attorney
3-189 Molalla Road
Oregon City, Oregon

Dear Mr. Greene:

Reference is made to your letter of July 10 concerning the southern terminus of the Hilda Street–Beaver Creek Road Section of the Cascade Highway.

Our original intent with regard to this construction was to build to Gaffney Lane as suggested in your letter; however, due to limited finances we were unable to get that far. It is our present plan to operate this present facility as a two-lane road with parking lanes. This was brought out at the hearing that was held on this project prior to construction.

At some future date when traffic justifies the change, we will convert this to two moving lanes in each direction. When this conversion is made, the present facility will still operate very well as we have ended the two southbound lanes back by the Beaver Creek Road. A transition section will lie between there and the project terminus, which is approximately at the crest of the vertical curve. We feel that with our normal advance warning signs along with our center-line striping, a safe transition can be made to two-way traffic. Northbound traffic, of course, has no problem.

I am sorry that finances will not permit the project limits being moved southerly; however, I do wish to express my appreciation for your interest in the matter. If my letter does not clarify the situation, please feel free to call our Resident Engineer, Mr. Willard Scofield, who can go into the details of the plan with you. His telephone number is Milwaukie, Olive 4-7741, Extension 273.

Very truly yours,

LHY:fp er

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. Willard Scofield

REFERRED TO
Cooper
Highway Engineer

LAW OFFICES
ASHLEY GREENE
3-189 MOLALLA ROAD
OREGON CITY, OREGON
OLIVE 6-4842

July 10, 1959

State Highway Commission
Salem, Oregon

Dear Sir:

With reference to the widening of Molalla Road (Cascade Highway) in and south of Oregon City, several residents of our area have called attention to a possible dangerous result.

The "End of Project" sign on the south appears just north of a hill which would hide cars traveling on a four-lane road from oncoming cars in a two-lane road and vice versa. An extension of 200 feet would eliminate the danger. An added 900 feet would bring it to Gafney Lane, a more logical ending point.

Very truly yours,

Ashley Greene
Ashley Greene.

AG/b

[illegible] Reply

RECEIVED
JUL 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 13 1959

A

RECEIVED
JUL - 7 1959
FOR FILING

US-226(3)
S226(5)
5500

July 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Hilda St.-Beaver Creek Road Section of the Cascade Highway in Clackamas County, Contract No. 5500, in connection with Federal Aid Project Nos. S-226(5) and US-226(3).

This work is necessary for the direction and guidance of traffic and is provided for as extra work in the Special Provisions of the contract.

This order will not relieve the contractor of his responsibility to furnish warning signs, lights and barricades for the protection and safety of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

A

RECEIVED
JUL - 7 1959
FOR FILING

US 226(3)
S 226(5)
[illegible]

July 3, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Hilda St.-Beaver Creek Road Section of the Cascade Highway in Clackamas County, Contract No. 5500, in connection with Federal Aid Project No. S-226(5), US-226(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
JUN 30 1959
FOR FILING

US 226(3)
S 226(5)
5500

Salem, Oregon
June 29, 1959

Hilda St.-Beaver Creek Road
(Oregon City) Section,
Cascade Highway
Project US-226(3)

Mr. Tom Edwards

Herewith three copies of a letter from the Bureau of Public Roads authorizing adjustment of utilities in Oregon City on the above project. Please make proper distribution of the attached copies.

G. S. Paxson

GSP:gm
Attach.

cc Mr. Forrest Cooper

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Hilda St.-Beaver Creek Road
(Oregon City) Section
Cascade Highway
Project US-226(3)

Dear Sir:

Plans are hereby approved and authority is granted to proceed, as of June 25, 1959, with the adjustment of utilities by the City of Oregon City on the referenced project.

Work must be carried out under the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By: E H Cowan
E. H. Cowan
District Engineer

RECEIVED
JUN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1959
FOR FILING

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Hilda St.-Beaver Creek Road
(Oregon City) Section
Cascade Highway
Project US-226(3)

Dear Sir:

We are submitting herewith the following data in connection with adjusting utilities of the City of Oregon City on the above subject project:

1. Three conformed copies of agreement between the State and City of Oregon City.
2. Three copies of the estimate of cost of adjusting the City Owned Utilities.
3. Three sets of plan sheets 3 and 4 showing utility work to be done.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

A

RECEIVED
JUN [illegible] 1959
FOR FILING

[illegible]
[illegible]
5500

June 23, 1959

Charles T. Parker Construction Company
P. O. Box 7588
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and paving on the Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway in Clackamas County for the sum of $118,365. and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5500.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 23, 1959

Charles T. Parker Construction Company
6457 N. E. Columbia Boulevard
Portland, Oregon

Contract for grading and paving on Hilda Street-Beaver Creek Road (Oregon City) Section of Cascade Highway in Clackamas County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUL - 1 1959
FOR FILING

June 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving of the Hilda St.-Beaver Creek Road (Oregon City) Section, Cascade Highway, in Clackamas County, Project No. US-226(3) and S-226(5), to Charles T. Parker Construction Company, Portland, on the basis of the bid of $118,365.00 submitted on May 26, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JAH:mfh

When replying, refer to
[illegible] 5) 08-35.4-0
55

408 State Highway Bldg.
Salem, Oregon

June 23, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project US-226(3) and S-226(5), Hilda St.-Beaver Creek Road (Oregon City) Section of the Cascade Highway, we hereby concur, as of this date, in award of Contract No., 5500 to Chas. T. Parker Construction Co., of Portland, Oregon, low bidder in the amount of $118,365.00 at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Carter
Edwards

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

5500

Oregon City
Enc Res

NOTED
V. R. JONES

May 15, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering that portion of Oregon Project Nos. U-226(3) and S-226(5), Hilda Street-Beaver Creek Road (Oregon City) Section of the Cascade Highway within the city limits of Oregon City.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

Att.

5-6-59

Oregon Project Nos. U226(3) and
S-226(5)

Form cc-11 (1954)

RESOLUTION

WHEREAS, State Highway No. 160 of the State of Oregon, known as the Cascade Highway, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Beginning at Highway Engineer's Center Line Survey Station 5+00 and extending in a southeasterly direction to the southerly city limits.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 160 of the State of Oregon, known as the Cascade Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City ~~Council~~ Commission shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, this 6th day of May, 1959.

ATTEST: Zella Bowers
City Recorder

Mayor

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 11 1959

US-226 (3)
S-226 (5)
3500

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-226(3)
Hilda Street-Beaver Creek Rd.,
(Oregon City) Section, Cascade Hwy.

Dear Sir:

We have today approved P.S. and E. documents, subject project. This is to authorize your advertising for bids. Our approval is contingent upon the implementing of your agreement with the City of Oregon City with the provision that, when the traffic volume warrants such action, parking be prohibited on the four-lane facility now to be constructed.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED
MAY - 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
File
1959
FOR FILING
OREGON DISTRICT

US 22[illegible]
S 226(5)
5500

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-226(3)
Hilda Street-Beaver Creek Road
(Oregon City) Section
Cascade Highway

Dear Sir:

We have today approved P. S. & E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
APR 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
APR 3 - 1959
FOR FILING
US 226(2)
S-226(5)
5508

MISC. CONTRACTS and
AGREEMENTS No. 2092

Salem, Oregon
April 7, 1959

Mr. L. I. Lindas
Chief Counsel

Cooperative Construction Agreement
Hilda Street-Beaver Creek Road Section
Cascade Highway
City of Oregon City

Attached is a draft of an agreement covering the subject named project. Will you please have six copies of the agreement prepared in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

R

RECEIVED
FORM E-30 25M 9-51
APR 9 - 1959
FOR FILING
US-226(3)
S-226(5)
5500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1959

SUBJECT: Cooperative Construction Agreement
Hilda Street-Beaver Creek Road Section
Cascade Highway
City of Oregon City

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of the subject named agreement.

John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

NOTED

I-5-4(25) Multiplate Arches & Pipe 1959
193 Wings (Q. St. Interch.)
#5501 McKenzie R.-Willamette R. Sec.

RECEIVED
APR - 8 1960

FOR FILING
I-5-4(25)193

5501

April 6, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentleman:

You are hereby notified that a post-final payment will be made to R. A. Heints Construction Co., on contract #5501 for the "Q" Street Interchange Pipe Enclosure & Supports on the McKenzie River-Willamette River Section of Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $107,962.41, including the post-final payment of $1,273.07. Of the total, $6,803.77 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
DEC 18 1959
FOR FILING

[illegible]

5501

December 18, 1959

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5501 for the "Q" Street Interchange Pipe Enclosure & Supports on the McKenzie River-Willamette River Section of Pacific Highway in Lane County was completed by the contractor, R. A. Heintz Construction Co., on November 2, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $7,628.97 will be released to the contractor on or after December 28, 1959. The total contract amount is $106,689.34, of which amount $6,803.77 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
NOV 24 1959
FOR FILING

J-5.4(25)195

5501

A

November 24, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. A. Heintz Construction Co., on contract #5501 for the "Q" Street Interchange Pipe Enclosure and Supports on the McKenzie River-Willamette River Section of Pacific Highway in Lane County.

This payment, in the amount of $11,875.91 will be released to contractor on or after December 4, 1959. The retained percentage is $3,063.72.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 16 1959
FOR FILING

I 5-4.251 153

5501

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 16, 1959

R. A. Heintz Construction Company
211 NE Columbia Blvd.,
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5501, awarded June 24, 1959, for the "Q" St. Interchange Pipe Enclosure and Supports on the McKenzie River-Willamette River Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
FORM E-30 50M 6-58 13046
FOR FILES
I 5-4(25)193
5501

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 13, 1959

NOTED
W. C. WILLIAMS

SUBJECT: Letter from Thomas Winn of Lane County re request for zone change

To:

Forrest Cooper
Deputy State Highway Engineer

OFFICE

Attached you will find a letter that we received May 1, 1959 relative to property in Lane County which is the same property that Contractor R. A. Heintz is attempting to secure for material source if a zone change can be secured from the County.

Mr. Rohde thinks that although this letter did not seem to mean anything at first blush, it now appears that it might have something to do with Norman Kobin and his client. Perhaps they are laying the foundation for asking for additional money in the performance of their contract. Anyway, I send it to you for your information. Perhaps it would be a good thing to file it with the rest of the material you have on this.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:mab

Attach:

W.C.W.

RECEIVED
[illegible] 1959
[illegible]
[illegible] ENGINEER

NOTED
FORREST COOPER

Thomas and Leola E. Winn
1046 20th Ave. East
Eugene, Oregon

REFERRED 5-4-59
TO Wright
FOR Do you know anything about this?
LEONARD I. LINDAS

RECEIVED
MAY 4 1959
LEGAL DEPT.

May 1, 1959

Lindas

Board of County Commissioners
of Lane County
Eugene, Oregon

[illegible] your Info
LINDAS

Gentlemen:

I hand you herewith appeal from order of Lane County Planning Commission. The petition for special use permit was filed April 27, and denied April 28.

This appeal does not pertain to the resolution of the Planning Commission regarding four areas along the McKenzie River, one of which areas is included in the property described in this appeal.

Request is made for immediate consideration of this appeal, today if possible, as the granting of it will permit notification to all of the known contractors bidding on the Freeway contract so they may reduce their bids accordingly because of the lower cost of materials for highway fill. It is estimated that a saving in the cost of the freeway would be at least $50,000.00 if this appeal is granted.

Yours very truly,

TW:cj

cc: State Highway Department

NOTED
D. A. H. MOEHRING

Encl.

Leonard — It looks to me like the Winns want to make their property available for borrow and the county zoning comm. has turned down their request for a zone change. DAHM

NOTED
W. T. WRIGHT

A

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N.E. COLUMBIA BLVD.
PORTLAND 11, OREGON

I-5-4(25) 3

[redacted] 5501

July 3, 1959

NOTED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams,

We enclose a copy of the appeal from the ruling of the Lane County Planning Commission dated June 30, 1959. We feel it will be of some value at the scheduled meeting of July 7, 1959 between yourselves and the Commission.

Very truly yours,
R. A. HEINTZ CONSTRUCTION CO.

R. A. Heintz
R. A. Heintz
President

RAH:gb

Enclosure

APPEAL OF R. A. HEINTZ CONSTRUCTION CO.

FROM ORDER OF

LANE COUNTY PLANNING COMMISSION

TO THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON:

The undersigned petitioner, R. A. Heintz Construction Co., hereby respectfully appeals from the order of the Lane County Planning Commission made at its meeting in Eugene, Oregon on June 30, 1959, denying the request of the undersigned for a temporary permit or zone change so as to permit the removal of, loam, sand and gravel from all or portions of real property in Lane County, Oregon and more particularly described as follows:

> Property owned by Thomas and Leola Winn, John Langan et ux, Roy Snyder et ux, Earl Perry et ux, and Alfred Johnson et ux in Section 10, T 17 SR 3W of WM and lying easterly of the proposed highway herein described and westerly of the McKenzie River.
>
> Property owned by Knox et ux and Oregon State Highway Commission located in Section 15, T 17 SR 3W of WM and lying easterly of the proposed highway and westerly of the McKenzie River.

Said property is now zoned for agricultural, grazing and timber raising. The petitioner has a contract with the Oregon State Highway Commission of the State of Oregon for the [illegible] the McKenzie River, Willamette River [illegible] highway, Lane County, Oregon and it is essential [illegible] the construction of said highway that a borrow area owned by the aforesaid [illegible] and others be utilized as said area is the most accessible to the construction of said highway.

It would serve the public safety, welfare and convenience of the citizens of Lane County to permit petitioner to [illegible]

[illegible]

[illegible]

[illegible] in the transportation of said material and [illegible] near highway crossings;

That the granting of said permit would not conflict with the purposes and intent of the zoning ordinance as it would tend to promote the most appropriate use of the aforesaid land; that the area to be used is not suitable for agricultural, grazing or timber raising, and is generally wholly unfit for said purposes;

That the denial of a change of zone or permit by the Planning Commission was arbitrary and capricious and in violation of constitutional rights for the reason that the property involved was and is arbitrarily classified for purposes which, in fact, is not the most appropriate use thereof and the effect of the action of the Planning Commission has resulted in the taking of private property without just compensation and violates the Due Process and the equal protection clauses of the State and federal constitutions;

That the action of the Planning Commission was arbitrary and not based upon due and proper consideration being given to the request of the undersigned in that: all the owners of the property described have consented to the use of their property for the intended purpose; that three of the owners and the State Highway Commission personally appeared before the Planning Commission and joined in the request of the undersigned; that no property owner or other person appeared or objected to the request.

Petitioner further represents that to permit this use would not in any way be detrimental to the neighborhood or the neighbors; that to refuse a permit would cause petitioner an unnecessary hardship and would delay the construction of said public highway; that it would result in more inconvenience to the people in the area of the road construction; that the use of the premises for the purposes herein would do substantial justice and would be in keeping with the spirit of the ordinance.

WHEREFORE, this petitioner prays that the relief sought be granted.

R. A. HEINTZ CONSTRUCTION CO.

By________________________________

PETITIONER

When replying, refer to
08-35.4-0

[illegible]
5501

408 State Highway Bldg.
Salem, Oregon

June 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-4(25)193, McKenzie River-Willamette River Section of the Pacific Highway (Pipe conduit at "Q" St. Interchange), we hereby concur, as of this date, in award of Contract No., 5501 to R. A. Heintz Const. Co., of Portland, Oregon, low bidder in the amount of $103,299 at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

[illegible]

RECEIVED
JUN 30 1959
FOR FILING

[illegible]

[illegible]

June 26, 1959

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 17, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for multiplate arches and pipe crossings (Q Street Interchange) on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County for the sum of $103,299 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5501.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1959

R. A. Heintz Construction Company
211 N.E. Columbia Boulevard
Portland 17, Oregon

Contract for Multiplate Arches and Pipe Crossings (Q Street Interchange), McKenzie River-Willamette River Section, Pacific Highway, Lane County, for which you submitted low bid on May 26, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Accounting (5003-900)
Lee Gatlin
Files

FORM 830-H—12½M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1959

SUBJECT: Q Street Interchange
Lane County Condemnation
Actions

To: Mr. G. E. Rohde
Assistant Counsel
OFFICE

As you know I have been attempting to run down the contract between State Highway Commission and R. A. Heintz Construction Co. On Tuesday evening, June 16, the contract left our office directed to our Commissioner Mr. McIver at Portland. This morning Miss Fenton, Secretary to Mr. McIver, stated to Floyd Query that the contract had not been received. It was discovered that Mr. Fridley of Wasco was this forenoon with the County Court of Wasco and Washington State Highway officials. Upon a phone call from myself he agreed to come to Mr. McIver's office by 2:00 o'clock today to sign the contract if it could be located. In the meantime the writer phoned the Postmaster of the Portland Main Postoffice. The Assistant Postmaster, Mr. Tauscher, agreed to make every effort to locate the apparently missing mail. An hour later, at noontime, on a phonecall from Mr. Tauscher we were advised that he had had no success. The writer then called Mr. McIver's office and advised Miss Fenton of the expected arrival (at the office of McIver) of Mr. Fridley. She was also advised that Charles Peterson would be in as soon as possible. Immediately thereafter the writer left for Portland and arrived at the office of McIver at 1:55 P.M. Mr. McIver then advised the writer that Mr. Fridley had come to his office and then had left for Wasco, his home. Mr. McIver made further inquiry of his assistants and was informed that the second mail did not disclose the desired agreement. At that time Mr. McIver was strongly of the opinion that he had received the contract on Thursday evening, or sometime during the day on Thursday; that he had immediately signed and forwarded it to Mr. Fridley at Wasco.

If Mr. Fridley does in fact have the contract in Wasco, apparently our only out is to go to Wasco and get it—an undesirable chore. At any rate this evening the writer will phone Mr. Fridley and if he has not yet received the contract there, will phone him again Saturday. Should he, Mr. Fridley, have the contract, the writer will see to it that it is obtained from Mr. Fridley in Wasco. In the event that the situation does go completely sour and the contract has not been signed by McIver, the

NOTED
FLOYD QUERY

next best thing will perhaps be a certified copy of the Commission's Minutes of June 5, I believe, awarding the contract to R. A. Heintz Construction Company. In this regard let us request that such a document be prepared by Mr. Query. Let us also request that Mr. Query bring the document with him to Eugene on Monday morning to appear at the Court of Judge Reid at 10:00 A.M. Should there be any change in this part of the plan the writer will call Mr. Query at his home over the week end. In any event the presence of Mr. Query is desirable just in case the signatures of the Commissioners on the contract be questioned, should we have it there.

CHARLES PETERSON
Chief, Trial Section

CP:ap

cc Mr. Floyd Query ✓

S-428(1) Beaverton (Western & Allen 1959
Aves.)(Grad. & Pav.)
#5702

2

RECEIVED
DEC 29 1960
FOR FILING
J-428(1)

5502

A

December 2[illegible], 1960

Mr. W. S. Newton
Manager of Properties
Henry J. Kaiser Company
Executive Offices, Kaiser Center
300 Lakeside Drive
Oakland 12, California

Dear Mr. Newton:

A legal description of the property you wish to acquire from Washington County at the intersection of Western Avenue with the Beaverton-Hillsdale Highway is attached for your use.

The area described does not exactly conform to your proposal, as mentioned to you in our previous letter dated December 8, 1960, but the difference in area is quite small.

A map of the area is also attached showing the property described.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. Albert Graham
Washington County Roadmaster
County Courthouse
Hillsboro, Oregon

bc Mr. W. C. Williams
Mr. Clarence Swanson
Mr. Walter T. Wright
Mr. A. E. Johnson

FOS:cw fn

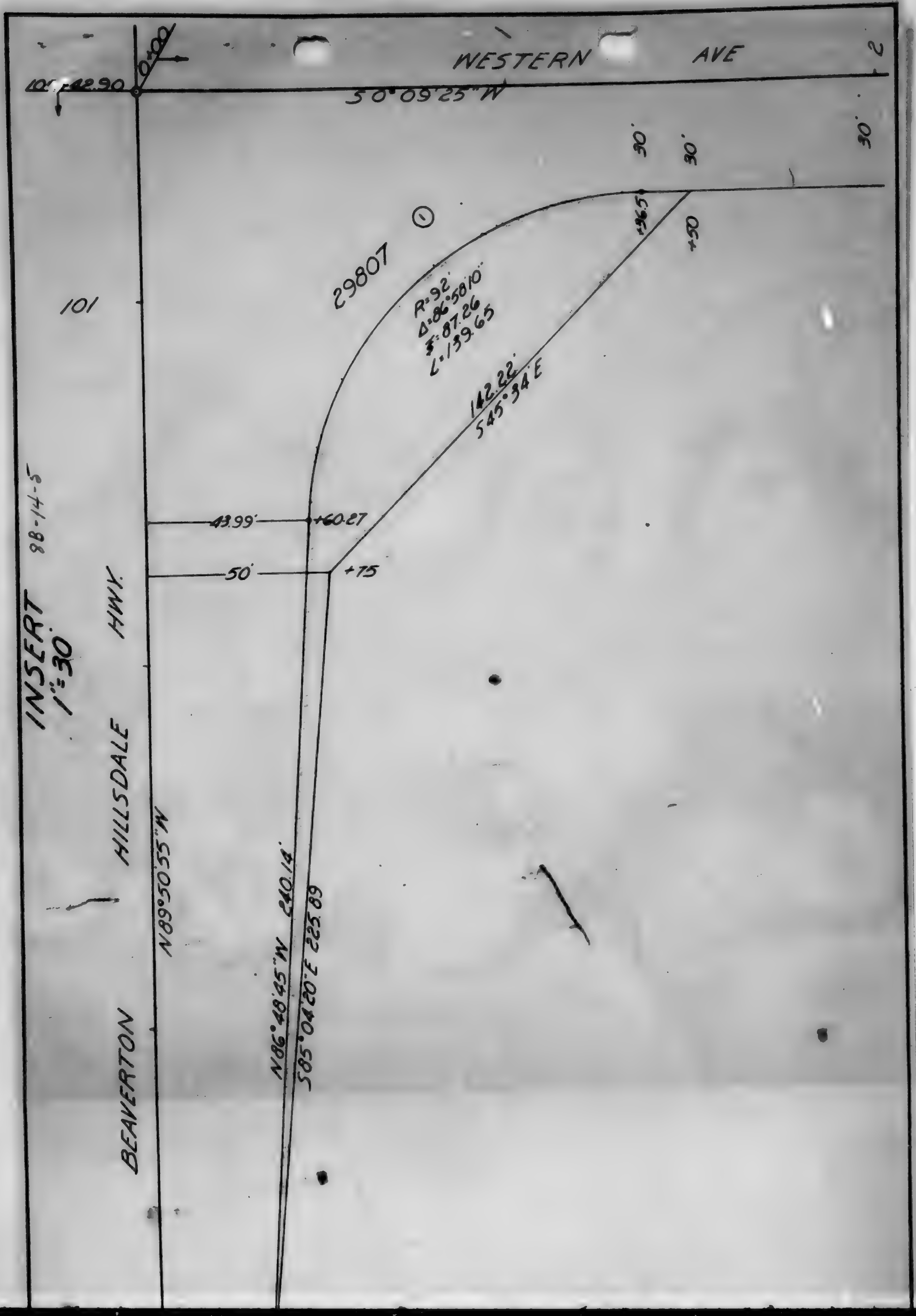
A parcel of land lying in Section 14, Township 1S, Range 1W, W. M., Washington County, Oregon, the said parcel being described as follows:

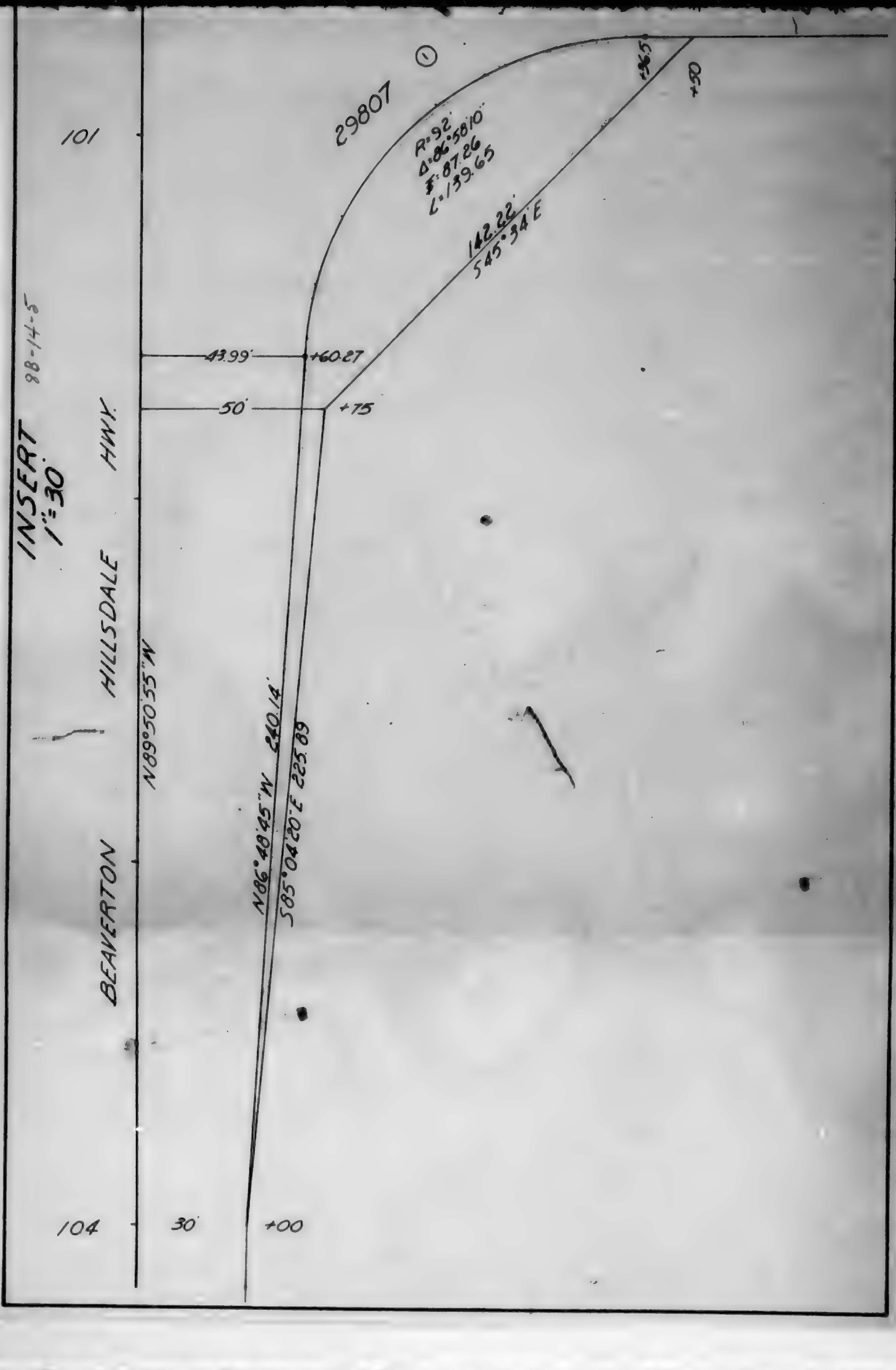
Beginning on the South line of the existing Beaverton-Hillsdale Highway at a point 30 feet Southerly from (when measured at right angles to) the center line of said Beaverton-Hillsdale Highway at Engineer's Station 104+00; thence South 89° 09' 20" West, 225.89 feet to a point opposite and 50 feet Southerly of Station 101+75 on the center line of said existing Beaverton-Hillsdale Highway; thence South 45° 34' West 142.22 feet to a point 30 feet Easterly from (when measured at right angles to) the center line of Western Avenue at Station 1+50; thence North 0° 09' 25" East, parallel to and 30 feet Easterly of the center line of Western Avenue 13.5 feet; thence on a 92 foot radius curve left (the long chord of which bears North 45° 19' 40" West) 139.65 feet; thence North 86° 48' 45" West, 240.14 feet to the point of beginning.

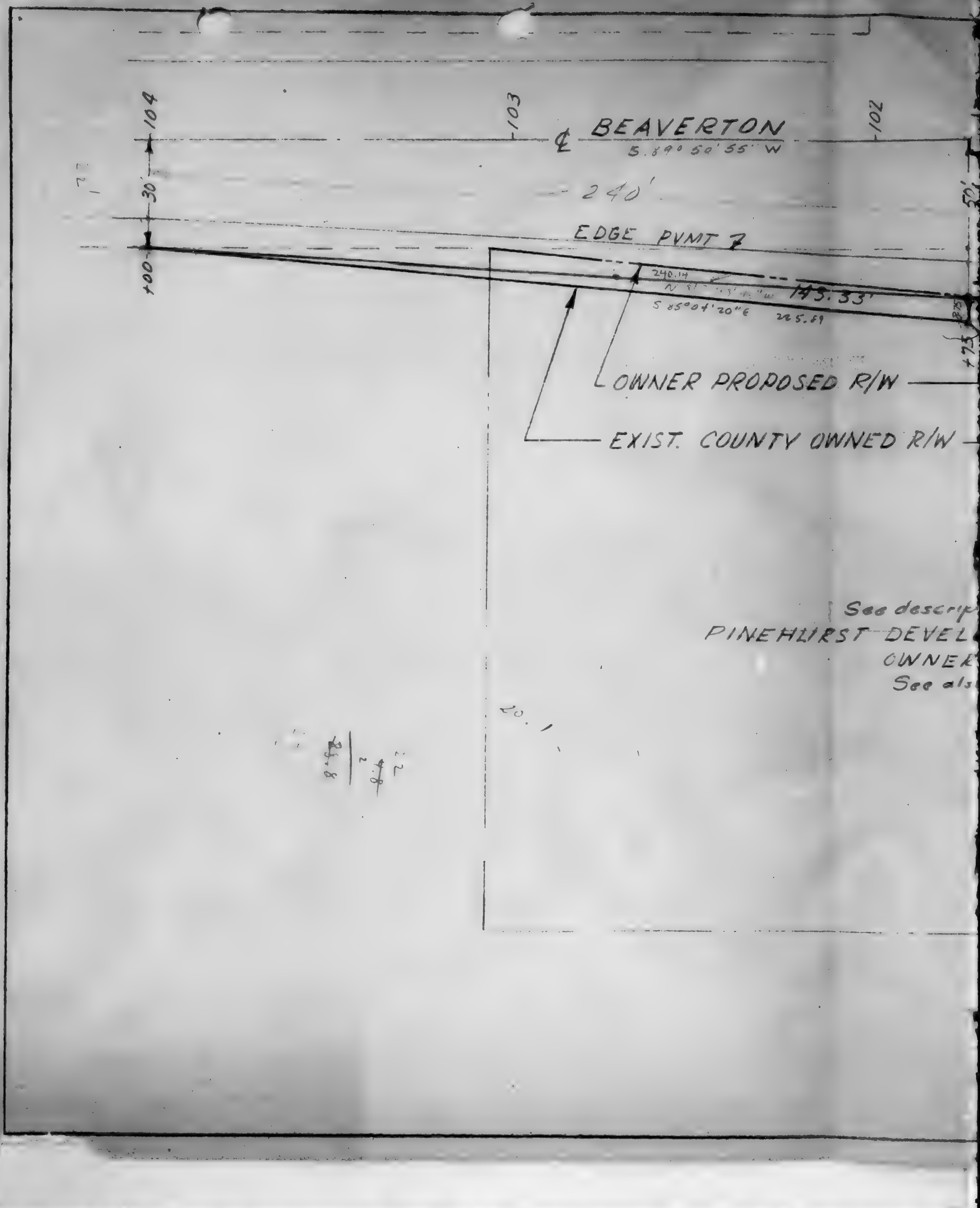
The center line of Western Avenue herein referred to being described as follows:

Beginning at Station 0+00, which Station equals center line Station 100+42.90 on the center line of the existing Beaverton-Hillsdale Highway, said Station being 3619 feet North and 536 feet East of the Southwest corner of said Section 14; thence South 0° 09' 25" West, 200 feet to Station 2+00.

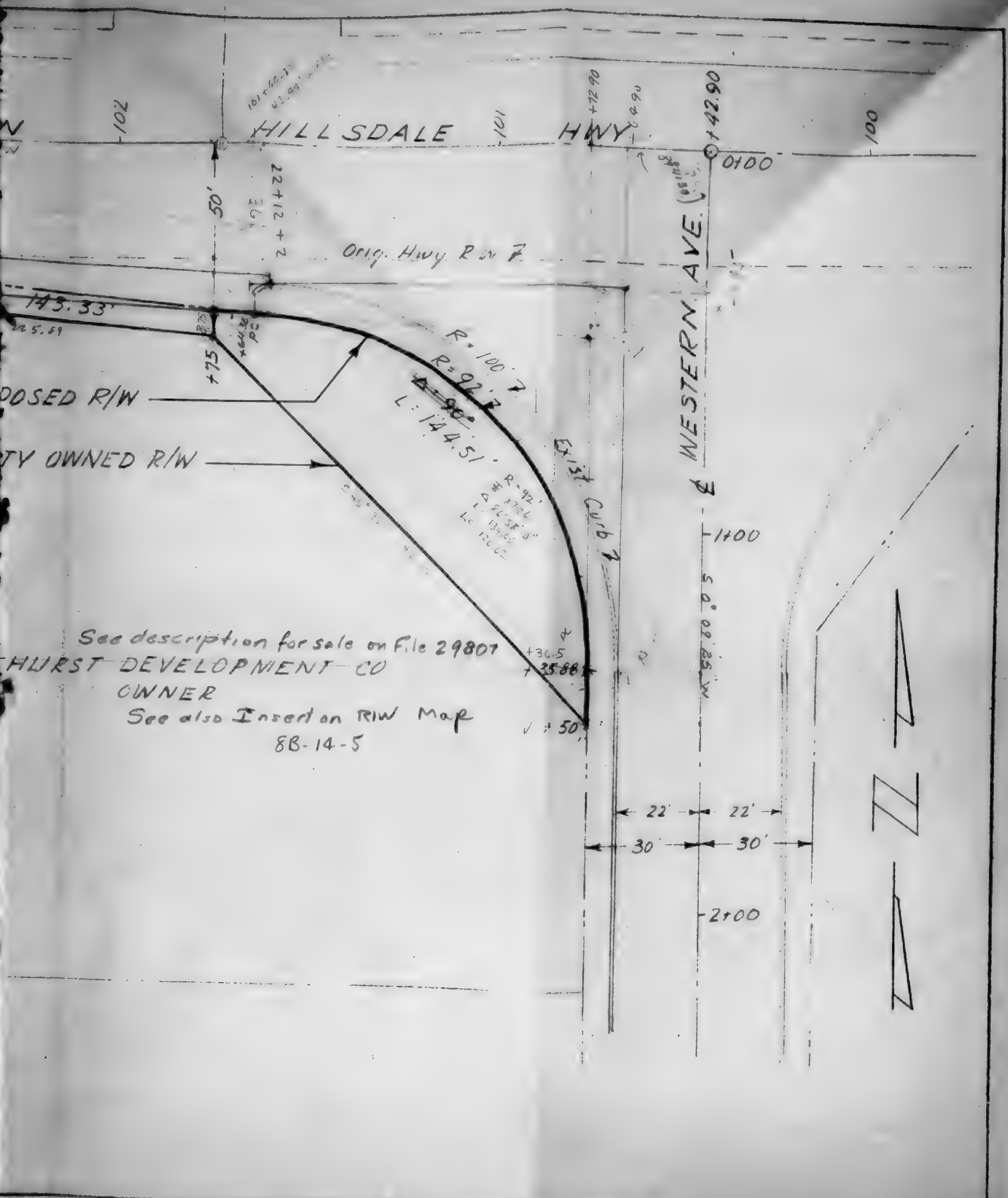
The parcel of land to which this description applies contains 4,648 square feet.


WESTERN AVE
2
0+00
10+42.90
S 0°09'25" W
30'
30'
30'
+96.5
+50
①
29807
R=92'
Δ=86°58'10"
T=87.26
L=139.65
142.22'
S45°34'E
101
98-14-5
INSERT
1"=30'
43.99'
+60.27
50'
+75
BEAVERTON HILLSDALE HWY.
N89°50'55"W
N86°48'45"W 240.14'
S85°04'20"E 225.89


①
29807
101
R=92'
Δ=86°58'10"
T=87.26
L=139.65
+96.5
+50
142.22'
S45°34'E
43.99'
+60.27
50'
+75
INSERT
1"=30'
88-17-5
BEAVERTON HILLSDALE HWY.
N89°50'55"W
N86°48'45"W 240.14'
S85°04'20"E 225.89
104
30'
+00



104
103
102
℄ BEAVERTON
S. 89° 59' 55" W
240'
30'
50'
EDGE PVMT 7
+00
240.14
N 8
145.33'
S 85°04'20"E
225.69
8.75
+75
OWNER PROPOSED R/W
EXIST. COUNTY OWNED R/W
See descrip
PINEHURST DEVEL
OWNER
See als


HILLSDALE HWY
102
101
100
+72.90
+42.90
0100
50'
22+12+2
Orig. Hwy R/W
143.33'
+75
+64.38 PC
R=100'
R=92'
L=144.51
~~OSED R/W~~
OSED R/W
TY OWNED R/W
Exist Curb
WESTERN AVE.
℄
1+00
2+00
+36.5
+35.86
+50'
22'
22'
30'
30'
N
See description for sale on File 29807
HURST DEVELOPMENT CO
OWNER
See also Insert on R/W Map
8B-14-5

RECEIVED
DEC 14 1960
FOR FILING
S-428(1)

5502

December 8, 1960

Mr. W. S. Newton, Manager of Properties
Henry J. Kaiser Company
Executive Offices, Kaiser Center
300 Lakeside Drive
Oakland 12, California

Dear Mr. Newton:

This is in reply to your letter of December 5, 1960, directed to Mr. C. G. Swenson concerning the right-of-way acquired by Washington County in connection with the construction of Western Avenue in the city of Beaverton.

This matter has been reconsidered and the State would have no objection to the County reconveying to you the portion of this right-of-way shown outlined in red on the attached map. You will note that this does not conform entirely to your proposal inasmuch as it is felt that the right-of-way width opposite approximate highway station 103 would be too restrictive under your proposal.

If this is satisfactory, we would be glad to prepare the legal description of the property outlined in red on the attached map and forward same to you or to Mr. Al Graham.

Very truly yours,

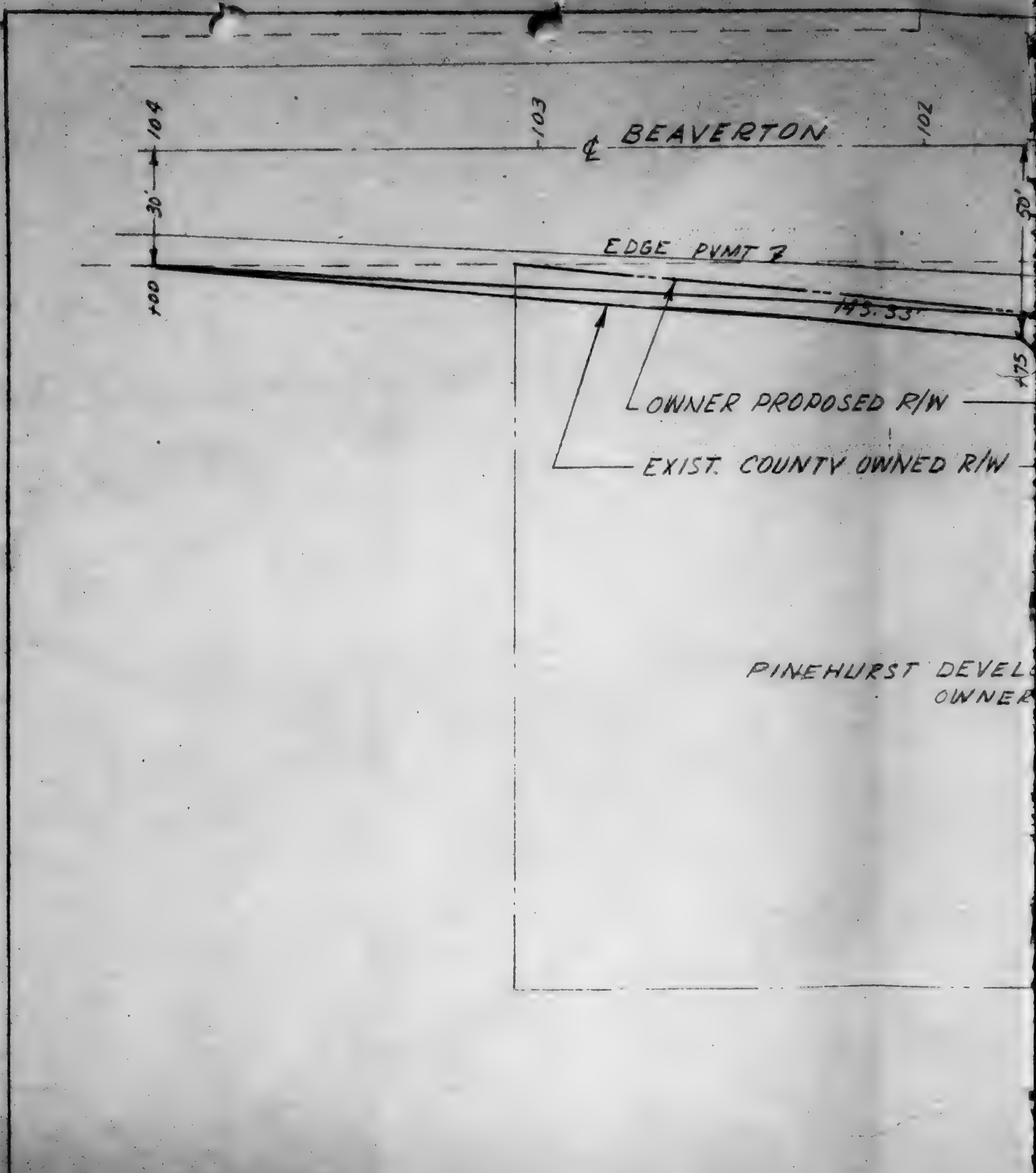
W. C. Williams
State Highway Engineer

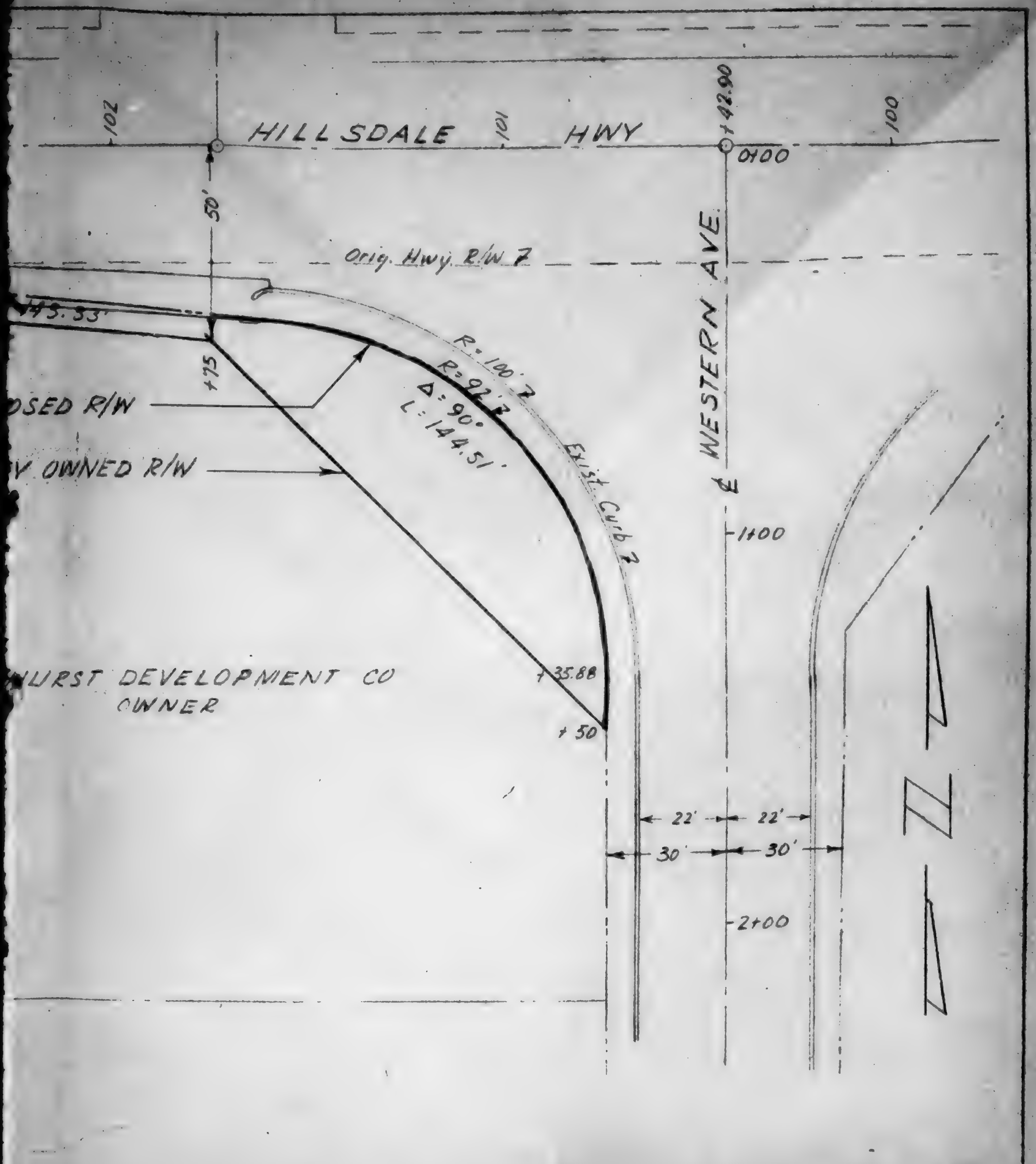
By

G. S. Paxson
Assistant State Highway Engineer

CGS:mm
Att.

cc: Mr. Al Graham, Washington County Roadmaster
Mr. Tom Edwards
Mr. Al Johnson, Div. I Engineer
Mr. C. G. Swenson


104
103
102
℄ BEAVERTON
30'
50'
EDGE PVMT
+00
145.33'
+75
OWNER PROPOSED R/W
EXIST. COUNTY OWNED R/W
PINEHURST DEVEL
OWNER


102
HILLSDALE
101
HWY
+42.90
100
0+00
50'
Orig. Hwy. R/W ?
WESTERN AVE.
℄
45.33'
+75
OSED R/W
V OWNED R/W
R=100' ?
R=92' ?
Δ=90°
L=144.51'
Exist. Curb ?
1+00
HURST DEVELOPMENT CO
OWNER
+35.88
+50
22'
22'
30'
30'
2+00
N

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1960

SUBJECT: R/W, Beaverton Section
Western & Allen Avenues
FAS 840, Washington County

To: Mr. G. S. Paxson
OFFICE

At the time Washington County acquired right-of-way for the subject county FAS project, they acquired some right-of-way fronting on the Beaverton-Hillsdale Highway at the intersection of this highway and Western Avenue.

Mr. Al Graham, Washington County Roadmaster, called me and stated that he had been approached by representatives of the Kaiser Company, former owners of this property, with regard to deeding back to the Kaiser Company a portion of this right-of-way which was not used in highway construction. I discussed this matter with Mr. Barbee and Mr. Al Johnson and it was their opinion that all of this right-of-way obtained by Washington County should be retained in the event it might become necessary at some future date to construct a free right-turn at this point. I so informed Mr. Graham by telephone on November 1. Mr. Graham asked for a letter concerning this which I wrote for Mr. Graham, a copy of which was sent to you.

On December 7, I received a letter from Mr. Newton of the Kaiser Company concerning this matter. A copy of this letter is attached. Upon receipt of this letter I again discussed this matter with Mr. Barbee who in turn has discussed it with Mr. Edwards. Mr. Edwards said he would have no objection to the County relinquishing to the Kaiser Company the portion of this right-of-way shown outlined in red on the attached maps.

Attached is a suggested letter to Mr. Newton concerning this matter.

C. G. S

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

HENRY J. KAISER COMPANY

EXECUTIVE OFFICES
Kaiser Center · 300 Lakeside Drive
Oakland 12 California · CRestview 1-2211

December 5, 1960

Mr. C. J. Swensen
State Highway Department
State of Oregon
Salem, Oregon

RECEIVED
DEC 7 1960
ENGINEER
COUNTY & CITY RELATIONS

Dear Mr. Swensen:

We have been advised that you have notified Mr. A. A. Graham, County Road Master, Washington County, that the State Highway is reluctant to revise the right of way granted to the State Highway Department when Western Avenue, known as FAS 40, was completed.

We feel very strongly that the State Highway Department's position in this matter is not a valid one. To acquire without cost to the Highway Department a portion of the entire frontage of our property on the Beaverton-Hillsdale Highway is unusual to say the least. In addition thereto, there does not appear to be any necessity in the foreseeable future for the amount of property acquired at the corner of the Beaverton-Hillsdale Highway and Western Avenue.

The Washington County officials, as well as the City of Beaverton officials, are agreeable to an adjustment of the right of way and while Washington County is the determining agency, they naturally would be reluctant in view of your letter of December 2nd, to take any action on this matter.

As a bit of background for your information and consideration, this property has been sold and is in escrow, to a national retail shoe chain and unless we can get a revision affecting the corner section of the Beaverton-Hillsdale Highway and Western Avenue it will be physically impossible for them to locate their facility on the property.

We are submitting an engineering revision adjusting the right of way, to what appears to us to cover every possible contingency for many years to come and of course the State Highway Department has the right of condemnation when the need arises. We ask that you give your kind consideration in view of the fact that the property you claim is required was without cost to the Highway Department.

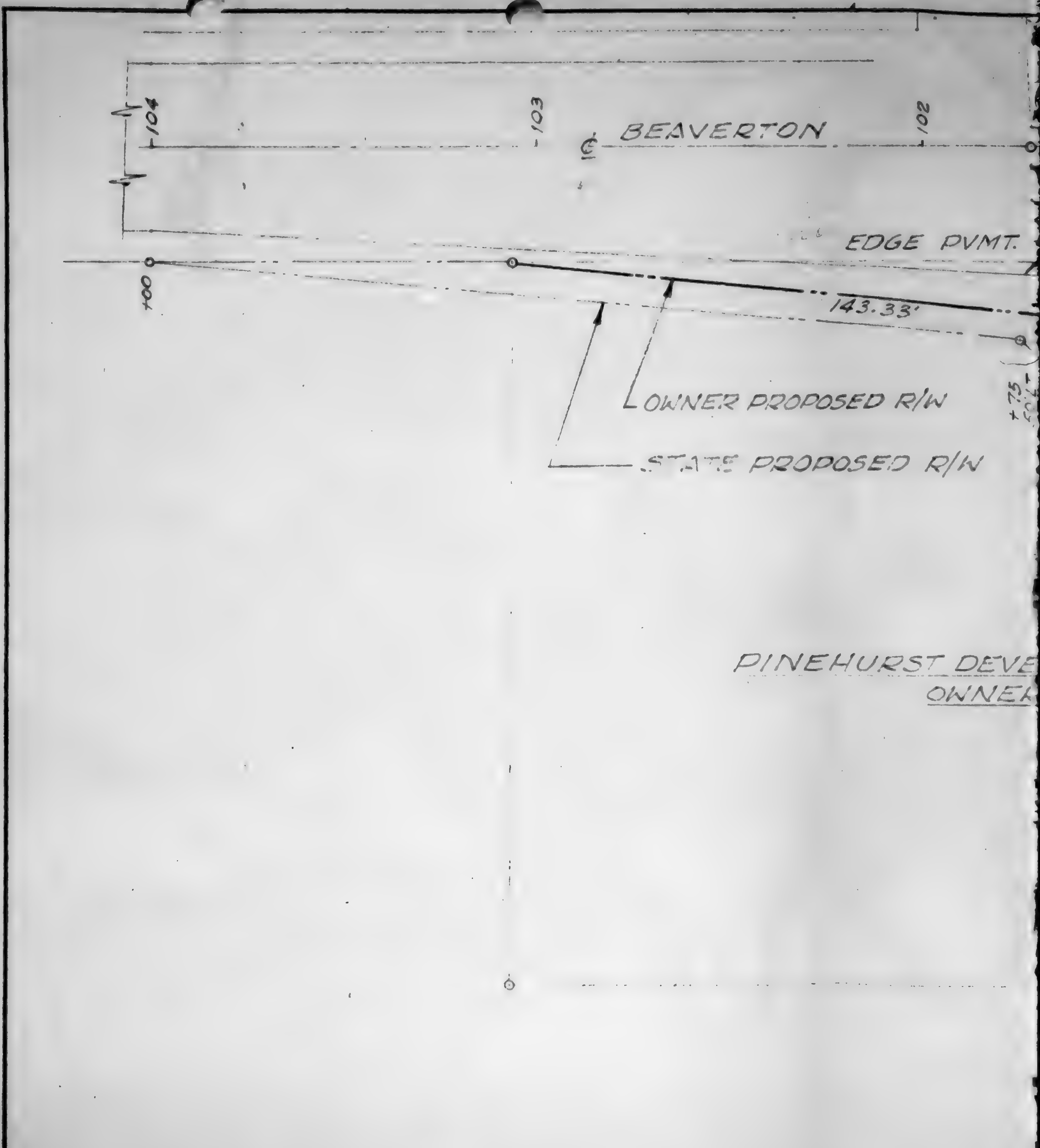
I am sorry to have to ask you to give this matter your immediate attention in order that the sale of this property can be consummated. If, in your opinion, it would enable you to make a decision more favorably I would be happy to appear before the State Highway officials in Salem at their convenience.

Very truly yours,

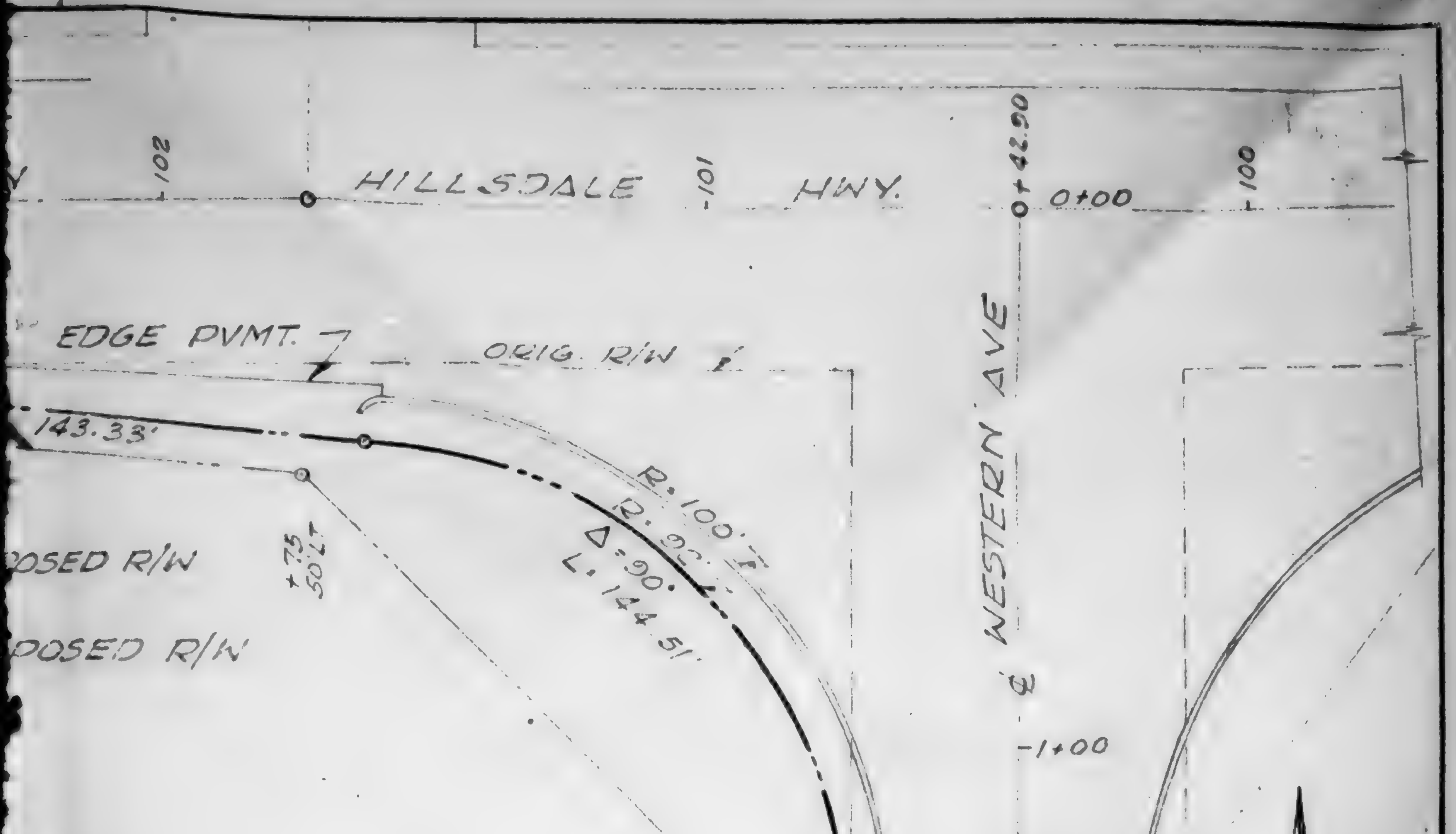
HENRY J. KASIER COMPANY

W. S. Newton
Manager of Properties

WSN:kh


104
103
102
℄ BEAVERTON
EDGE PVMT.
+00
143.33'
OWNER PROPOSED R/W
STATE PROPOSED R/W
+75
PINEHURST DEVE
OWNER

D-2


102
HILLSDALE
101
HWY.
0+42.90
0+00
100
EDGE PVMT.
ORIG. R/W
143.33'
R=100'±
R=90'±
Δ=90'
L=144.51'
OSED R/W
+75
50' Lt
POSED R/W
WESTERN AVE
℄
1+00
EHURST DEVELOPMENT CO.
OWNER
+35.88
+50
22'
22'
30'
30'
2+00
N

FOR: PINEHURST DEVELOPMENT CO., DIV. H.J. KAISER CO.
AT: BEAVERTON, OREGON

PROPOSED R/W ADJUSTMENT @ BEAVERTON-HILLSDALE HWY. AND WESTERN AVE.

DWN: J.V.E.
DATE: 11-4-60

KAISER ENGINEERS
DIVISION OF HENRY J. KAISER COMPANY
OAKLAND, CALIFORNIA

#2

RECEIVED
APR 6 1960
FOR FILING

NOTED
W. C. WILLIAMS

W.C.

Beaverton
(Western Ave. & Allen Ave.)
~~Contract No. 5502~~

FINAL COST ANALYSIS
Grading & Paving
Contractor: Porter W. Yett
Resident Engineer: James W. Cochell

March 30, 1960
Prefix 534-1016
Project #S-528(1)

Item 5572	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing & Grubbing	100%	All	3,300.00		2,000.00	3,300.00
**Drainage Excavation	396.9	Cu. Yd.	2.00	1.75	694.58	793.80
**General Excavation	26,930.9	Cu. Yd.	0.37	0.36	9,695.12	9,964.43
**Finish R.B. & Slopes	.98	Mile	1,000.00	1,000.00	980.00	980.00
**12" Concrete Pipe	267	Lin. Ft.	2.15	1.90	507.30	574.05
**18" Concrete Pipe	312	Lin. Ft.	3.70	3.20	998.40	1,154.40
**48" Concrete Pipe	152	Lin. Ft.	18.00	12.80	1,945.60	2,736.00
** 8" Concrete Sewer Pipe	126	Lin. Ft.	1.70	1.40	176.40	214.20
**12" Concrete Sewer Pipe	742	Lin. Ft.	2.15	2.00	1,484.00	1,595.30
**15" Concrete Sewer Pipe	327	Lin. Ft.	3.15	3.00	981.00	1,030.05
***Concrete Manholes	1	Each	350.00	350.00	350.00	350.00
***Concrete Inlets, Type G	6	Each	80.00	80.00	480.00	480.00
***Concrete Inlets, Type G-1	3	Each	80.00	80.00	240.00	240.00
***Concrete Curbs	100.50	Cu. Yd.	36.00	34.75	3,492.38	3,618.00
*Coarse Cr. Mat'l in Base	18,608.9	Ton	1.75	1.55	28,822.01	32,565.58
*3/4"-0 Cr. Mat'l in Base	3,494.1	Ton	1.90	1.71	5,980.04	6,638.79
*Sprinkling	358	M-Gal.	3.50	2.92	1,045.71	1,253.00
*Preparation of Base	.98	Mile	500.00	437.19	428.45	490.00
*3/4"-0 Mat'l in Binder Course	136	Cu. Yd.	5.00	4.51	612.88	680.00
*RC-3 Asphalt	13.55	Ton	45.00	39.22	531.48	609.75
*Class B Asph. Concrete	4,045.1	Ton	5.95	5.16	20,856.26	24,068.35
*Extra for Paving Approaches	4	Each	30.00	21.61	86.44	120.00
*Asph. Concrete Traffic Markers	169	Lin. Ft.	1.00	0.91	154.53	169.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA#1 Furn. & Install Guard Rail	104	Lin. Ft.	3.00	2.28	237.12	312.00
*&**Force Account					1,344.82	1,403.62
					$84,124.52	$95,340.32

	Gross Revenue	Total Cost	Profit	% Profit
*Porter W. Yett	70,531.24	59,315.44	11,215.80	15.9%
**J.M. Arenz	20,246.70	20,246.70	- -	- -
***Cushing Bros.	4,562.38	4,562.38	- -	- -
	$95,340.32	$84,124.52	$11,215.80	11.7%

Net Profit equals 11.7% of Gross Revenue

DETAIL OF COST - Contract No. 5502

Labor:				
Labor			$ 9,082.01	
Labor Insurance			877.32	
Health and Welfare and Pension			248.71	$ 10,208.04
Materials:				
RC-3 Asphalt Inc. Frt.	13.55 Ton	@ $28.75	389.56	
Class B Asph. Mix from Comm'l Plant	4,045.1 Ton	@ $4.50	18,202.95	
Base Rock from Comm'l Plant	18,608.9 Ton	@ $0.75	13,956.68	
3/4"-0 Rock from Comm'l Plant	3,494.1 Ton	@ $0.80	2,795.28	
3/4"-0 Binder Rock	136 Cu. Yd.	@ $2.10	285.60	35,630.07
Equipment Rentals and Miscellaneous Supplies:				
Equipment Rental, Owned			7,321.47	
Equipment Rental, Hired			740.05	
Gas, Oil and Grease			1,096.19	
Bond			748.22	
P.U.C.			245.50	
P.L. and P.D. Insurance			113.53	
Small Tools and Misc. Supplies			567.73	
Freight and Cartage			750.00	
Amount Paid J.M. Arenz, Items 1 - 10 Incl.			20,246.70	
Amount Paid Cushing Bros., Items 11 - 14 Incl.			4,562.38	
Amount Paid J.C. Denton for Guard Rail			237.12	
Home Office and General Overhead			1,657.52	38,286.41
TOTAL COST				$ 84,124.52

Remarks - Contract No. 5502

This was a "Federal Aid Secondary Project" calling for the grading and paving of 0.98 mile of highway roadbed on Western and Allen Avenues in the city of Beaverton in Washington County.

The contract was bid May 26, 1959, awarded June 24, 1959. Work started July 14, 1959 and the project was completed October 27, 1959.

J.M. Arenz, grading contractor, subcontracted items 1 through 10, and started the operations July 13th, using two D-8 cats and scrapers, one D-8 cat push cat, and one cat #12 blade. Good progress was made on the excavation and pipe installations.

The concrete work was subcontracted by Cushing Brothers which included the manhole, nine inlets, and the concrete curbs. Good progress was made on these items.

The contractor purchased the rock from a commercial plant, hauled with his equipment which consisted of five tandem trains, four 8 cubic yard trucks, and processed with two Cat #12 graders, two rollers and one water wagon.

The contractor purchased the Class "B" asphaltic concrete from his commercial plant near Beaverton, hauled with his own trucks, and placed the material with one Barber-Greene paver and two rollers. Good progress was made on this item.

The contractor had good bid prices, good equipment, and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 22 1960
FOR FILING
5-428(1)
5502

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

March 16, 1960

Mr. Albert A. Graham
County Roadmaster
Washington County Road Dept.
Hillsboro, Oregon

Dear Mr. Graham:

Reference is made to your request of March 13 for information on the connection between Western and Allen Avenues in the city of Beaverton. We are forwarding, herewith, prints of Sheets 3 and 4 of construction plans on which we have shown in red all the "as constructed" data including the reference marks which have been set on the contract.

I trust this will give you the information you desire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

EAP:jk
Attachment
cc: Mr. W. C. Williams

RECEIVED
MAR 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

BARBARA A. WILCOX
Commissioner

JUDGE JOE A. JAROSS

CLAYTON NYBERG
Commissioner

A. A. GRAHAM
Roadmaster

WASHINGTON COUNTY
ROAD DEPARTMENT
HILLSBORO, OREGON

March 13, 1960

Mr. Tom Edwards
Oregon State Highway Department
Salem, Oregon

ATTN: Mr E. A. Pease

Sir:

Mr Jim Cochell, Resident Engineer, has informed us that he has sent the field notes of Western and Allen Avenues, Beaverton City Section, FAS 840, to your office. We would like to have a copy of these if possible.

Our records to not show the changes that were made in the approaches at the intersection with the Bertha-Beaverton Highway or where irons were set.

Please send to the Washington County Road Department, Room 204, Court House, Hillsboro, Oregon.

Thank you.

Very truly yours,

Albert A. Graham

ALBERT A. GRAHAM
Roadmaster

CONSTRUCTION DIVISION
RECEIVED
MAR 15 1960
NOTED- ☐☐☐☐☐

RECEIVED
FEB 23 1960
FOR FILING

5502

February 19, 1960

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract #5502 for grading-paving the Beaverton Section of Western Avenue and Allen Avenue in Washington County was completed by the contractor, Porter W. Yett, on October 27, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $2,862.09 will be released to the contractor on or after February 29, 1960. The total contract amount is $95,340.32, of which amount $1,403.62 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

A

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DEC 30 1959
FOR FILING
S-1128 (1)

5302

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 29th, 1959

SUBJECT:

To: G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Reference is made to your letter of December 14, 1959 to Mr. Charles R. Wilson, regarding the channelization at the intersection of Western Avenue and Allen Avenue near Beaverton in which you requested that we remove the southerly island and replace a portion of the jiggle bars with painted stripes.

Please be advised this work has been completed.

NOTED
SON

A. E. Johnson

A. E. JOHNSON
Acting Division Engineer

AEJ:w
cc: B. P. Huntley

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1959
FOR FILING

December 15, 1959

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract #5502 for grading-paving the Beaverton Section of Western Avenue and Allen Avenue in Washington County.

This payment, in the amount of $2,415.06, will be released to contractor on or after December 28, 1959. The retained percentage is $2,860.15.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

RECEIVED
DEC 15 1959
FOR FILING

[illegible]

5542

December 14, 1959

159

Mr. Charles R. Wilson
1085 S. E. Franklin Avenue
Beaverton, Oregon

Dear Mr. Wilson:

This is with further reference to your letter of November 12, 1959, in regard to the recently completed channelization at the intersection of Western Avenue and Allen Avenue near Beaverton. This location has been made the subject of a field investigation during which our representative was unsuccessful in an attempt to contact you.

Investigation discloses that, in general, this intersection is properly designed to provide a maximum safety for all vehicles using the intersection; however, it was found that the throat between the two jiggle bar islands is too narrow to facilitate the left-turn movement into Allen Avenue. Through a copy of this letter, I am asking Mr. A. E. Johnson, Acting Division Engineer, to care for removal of the southerly island and replacing of a portion of the present jiggle bars with painted stripes.

It is believed that the work outlined above will afford material improvement in conditions at this intersection. I wish to thank you for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Floyd Query
Mr. F. B. Crandall
Mr. A. E. Johnson/w. attach.

Note to Mr. Johnson: Will you please care for the work as shown on the attached plan.

G.S.P.

6

RECEIVED
NOV 16 1959
FOR FILING

November 13, 1959

Mr. Charles R. Wilson
1085 S. E. Franklin Avenue
Beaverton, Oregon

Dear Mr. Wilson:

This is in reply to your letter of November 12 concerning the installation of stop signs at an intersection on Allen Avenue, just east of Beaverton.

From the description given we believe that the project referred to is on Federal Aid Secondary Highway No. 840, which is a county road. Contract work, however, has been recently performed on Western Avenue and Allen Avenue from the Beaverton-Hillsdale Highway to the Scholls Ferry Road, and it is possible that the conditions you refer to may have been included in the contract work.

Inasmuch as this contract was performed as a county road project we suggest that you contact the Washington County Court. However, it is our understanding that a portion of this project may be turned over to the City of Beaverton.

A copy of your letter is being forwarded to the State Highway Engineer for his information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams

Nov. 12, 1959.

Chairman,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

What kind of a consideration was given for the highway authorities to install stop signs on the main arterial so that a side road could have entry both ways without a stop?

I am not certain whether this is a State highway or a County road.

I refer to an intersection on Allen Ave., just East of Beaverton, where the side road from the cardboard box factory and the General Motors building comes into the main traffic arterial of Allen Ave., about one mile North or East of Lombard Street in Beaverton.

There has been installed a horrible arrangement of cross-section markers so that the through traffic must make some odd if not wierd maneuvers to get into the lane he needs. The slang description of such an arrangement is "an abortion".

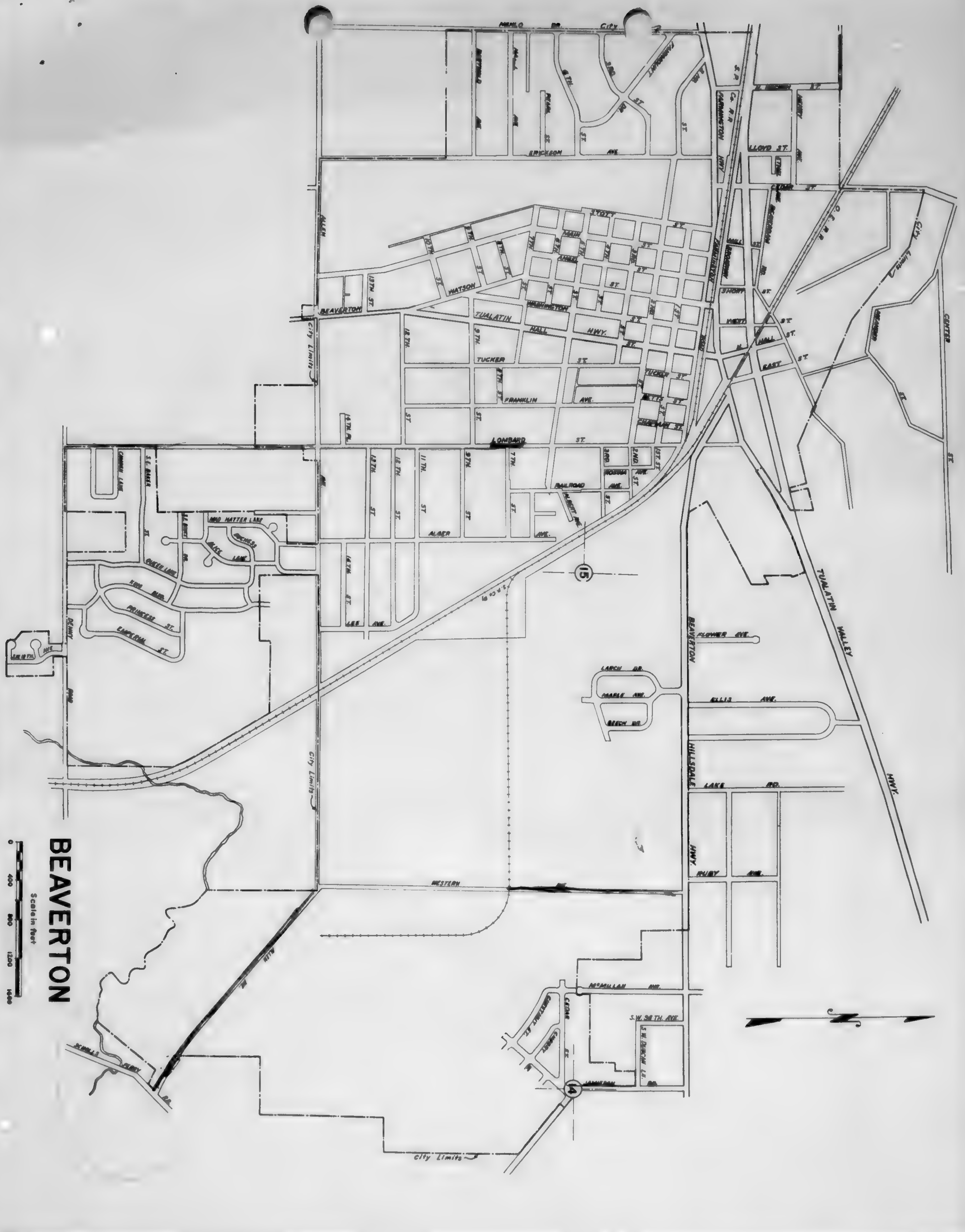
The main traffic flow is on Allen Ave., from Beaverton to Scholls Ferry Road and vice-versa. The amount of traffic from the side road is nil.

Either some one is a terrible mutton head, or some one has accepted a bribe. The arrangement is an outrage.

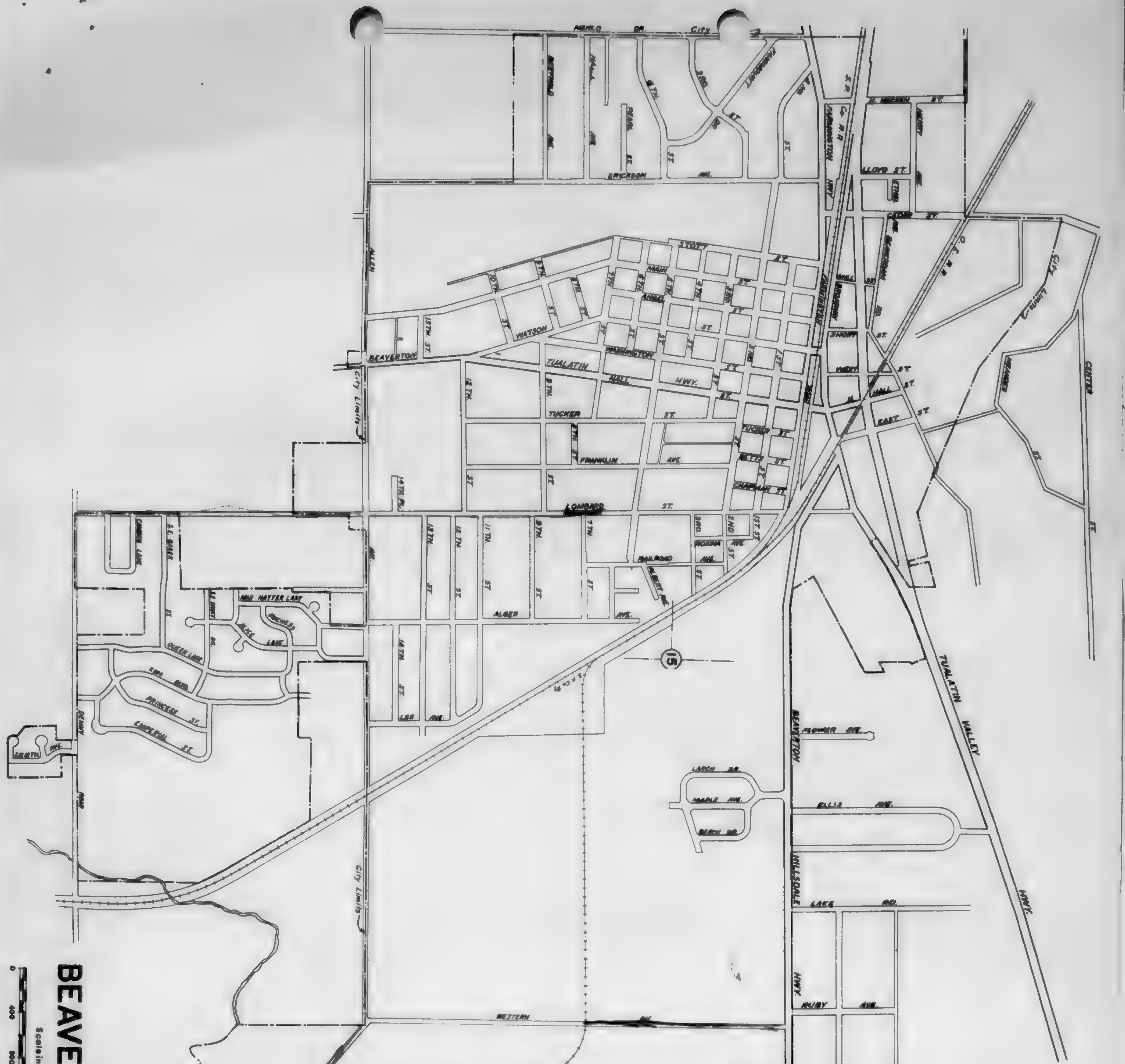
Yours truly,

Chas. R. Wilson.
1085 SE FranklinAve.
Beaverton, Ore.

FAS 840, Wash. Co.
Contract 5502
Western Ave & Allen Ave
from Beaverton - Hillsdale Hwy to
Scholls Ferry Rd



BEAVERTON
Scale in feet
0
400
800
1200
1600
City Limits
City Limits
City Limits
ERICKSON AVE.
LLOYD ST.
STOTT ST.
MAIN ST.
WATSON ST.
BEAVERTON
TUALATIN HALL HWY.
WASHINGTON ST.
TUCKER ST.
FRANKLIN AVE.
LOMBARD ST.
RAILROAD AVE.
ALGER AVE.
LEE AVE.
BROADWAY
WEST ST.
HALL ST.
EAST ST.
FARMINGTON HWY.
ALLEN AVE.
DENNY RD.
FLOWER AVE.
LARCH DR.
MAPLE AVE.
BEECH DR.
ELLIS AVE.
BEAVERTON HILLSDALE HWY.
LAKE RD.
RUBY AVE.
WESTERN AVE.
TUALATIN VALLEY HWY.
McMULLAN AVE.
S.W. 38TH AVE.
JAMIESON RD.
SCHOLLS FERRY RD.
CENTER ST.
15
14
S.P.
O.E.R.R.


BEAVERTON
Scale in feet
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MENLO DR.
City Limits
ERICKSON AVE.
LLOYD ST.
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MAIN ST.
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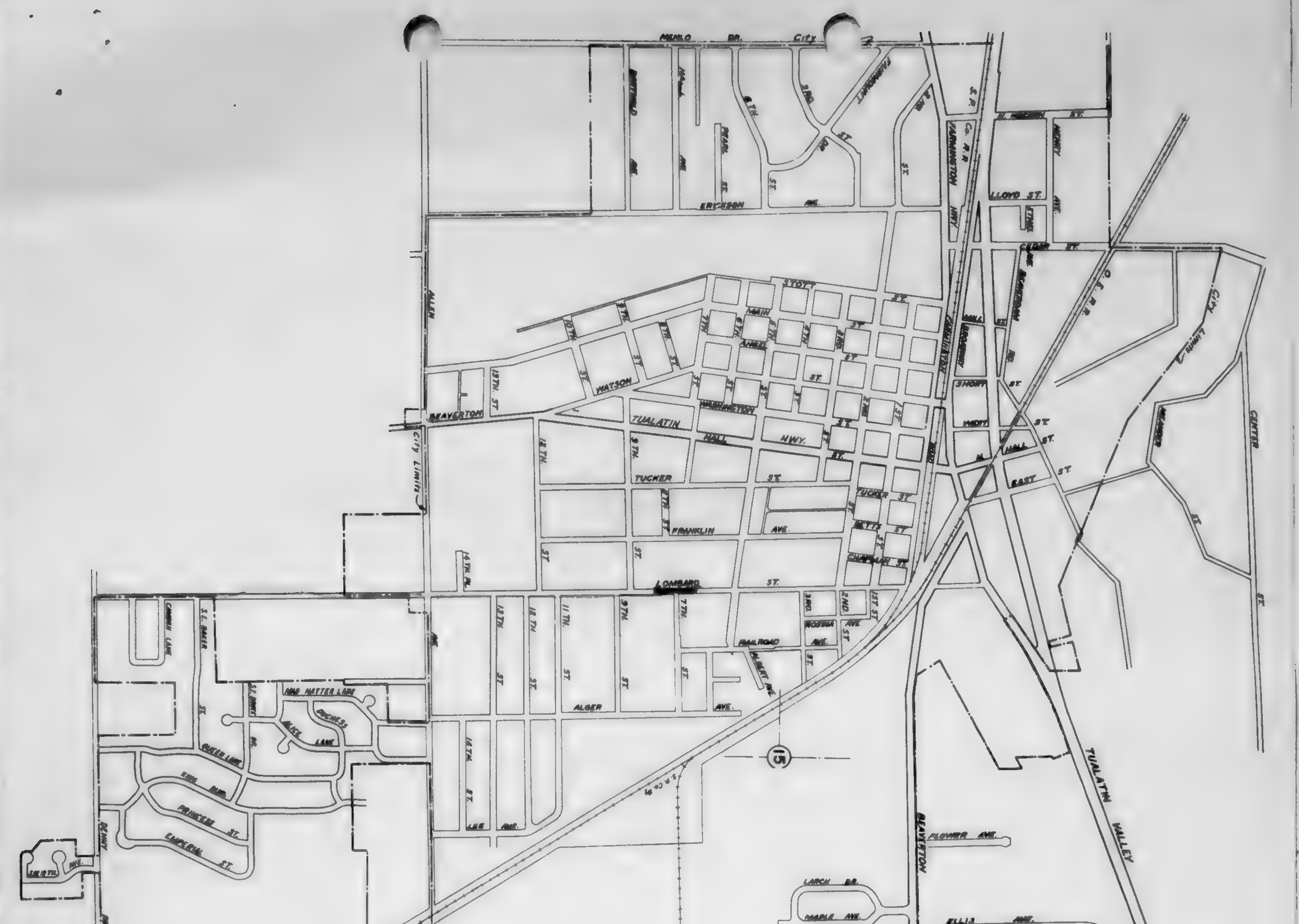
BEAVERTON
TUALATIN HALL HWY.
WASHINGTON
TUCKER ST.
FRANKLIN AVE.
LONGARD ST.
ALGER AVE.
RAILROAD AVE.
LEE AVE.
SHOFF ST.
WEST ST.
HALL ST.
EAST ST.
FARMINGTON HWY.
S.P. Co. R.R.
O.E.R.R.
CENTER ST.
ALLEN AVE.
DENNY RD.
QUEEN LANE
KING BLVD.
PRINCESS ST.
EMPERIAL ST.
MAD HATTER LANE
ALICE LANE
DUCHESS
FLOWER AVE.
LARCH DR.
MAPLE AVE.
BIRCH DR.
ELLIS AVE.
BEAVERTON HILLSDALE HWY.
LAKE RD.
RUBY AVE.
WESTERN AVE.
TUALATIN VALLEY HWY.
McMILLAN AVE.
S.W. 38TH AVE.
JAMIESON RD.
SCHOLLS FERRY RD.
15
14
City Limits



BEAVERTON

Scale in feet
0
400
800
1200
1600
MENLO DR.
City Limits
ERICKSON AVE.
LLOYD ST.
FARMINGTON HWY.
S.P. Co. R.R.
O.E.R.R.
STOTT ST.
MAIN ST.
ANGEL
WATSON
BEAVERTON
12TH ST.
TUALATIN HALL HWY.
WASHINGTON ST.
SHORT ST.
WEST ST.
HALL ST.
EAST ST.
TUCKER ST.
FRANKLIN AVE.
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LOMBARD
ST.
ROSSNA AVE.
RAILROAD AVE.
ALGER AVE.
LEE AVE.
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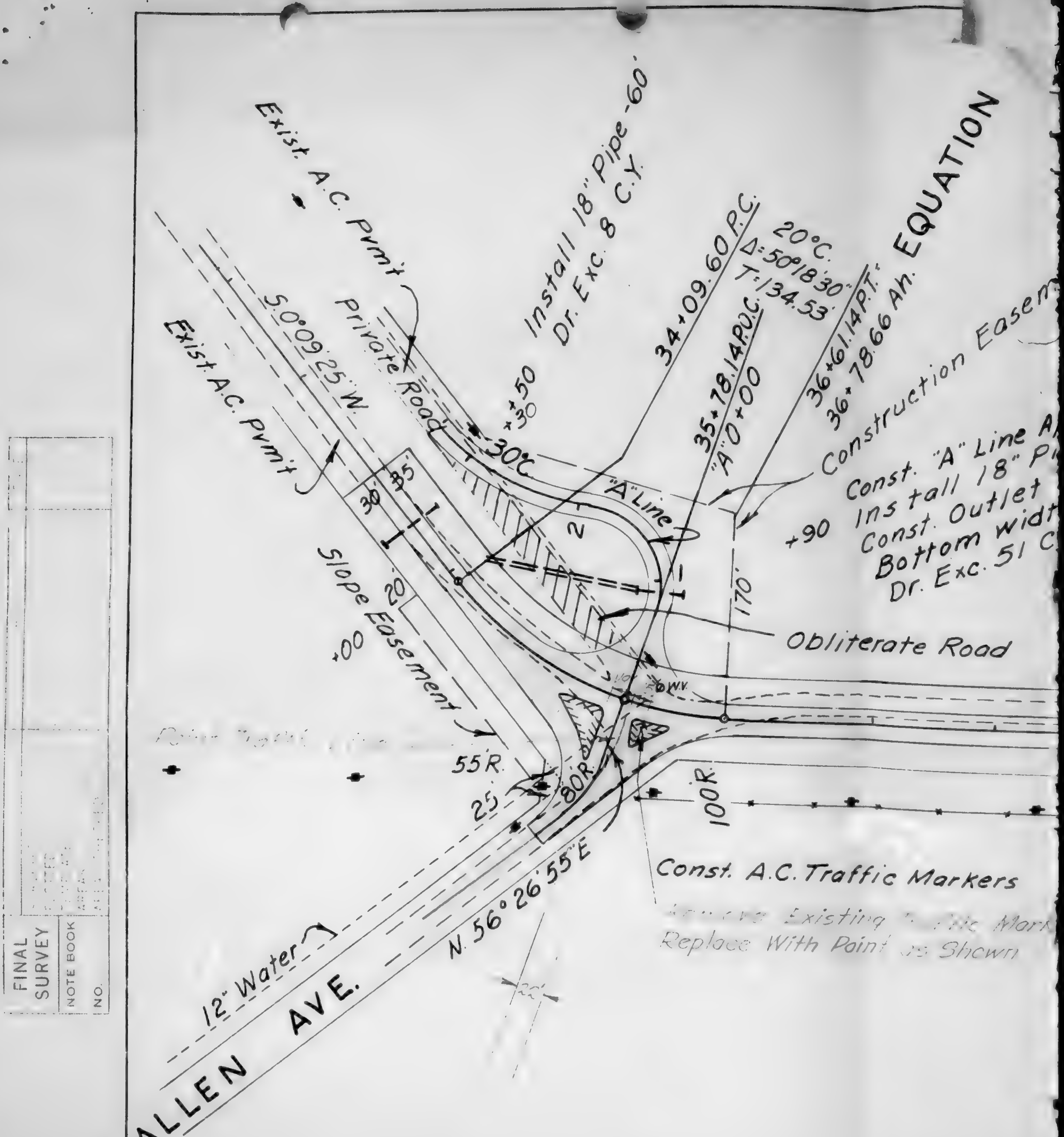
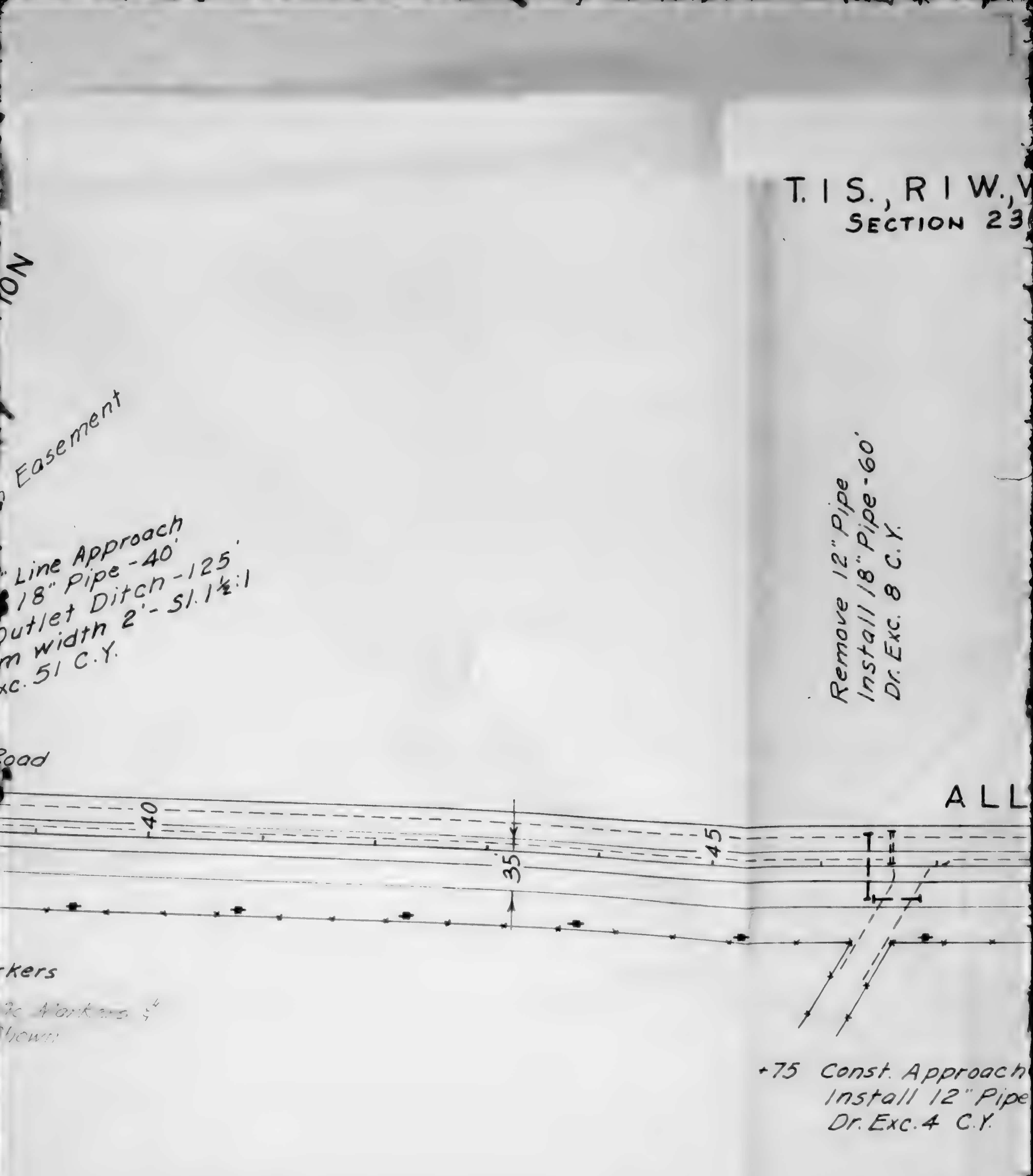
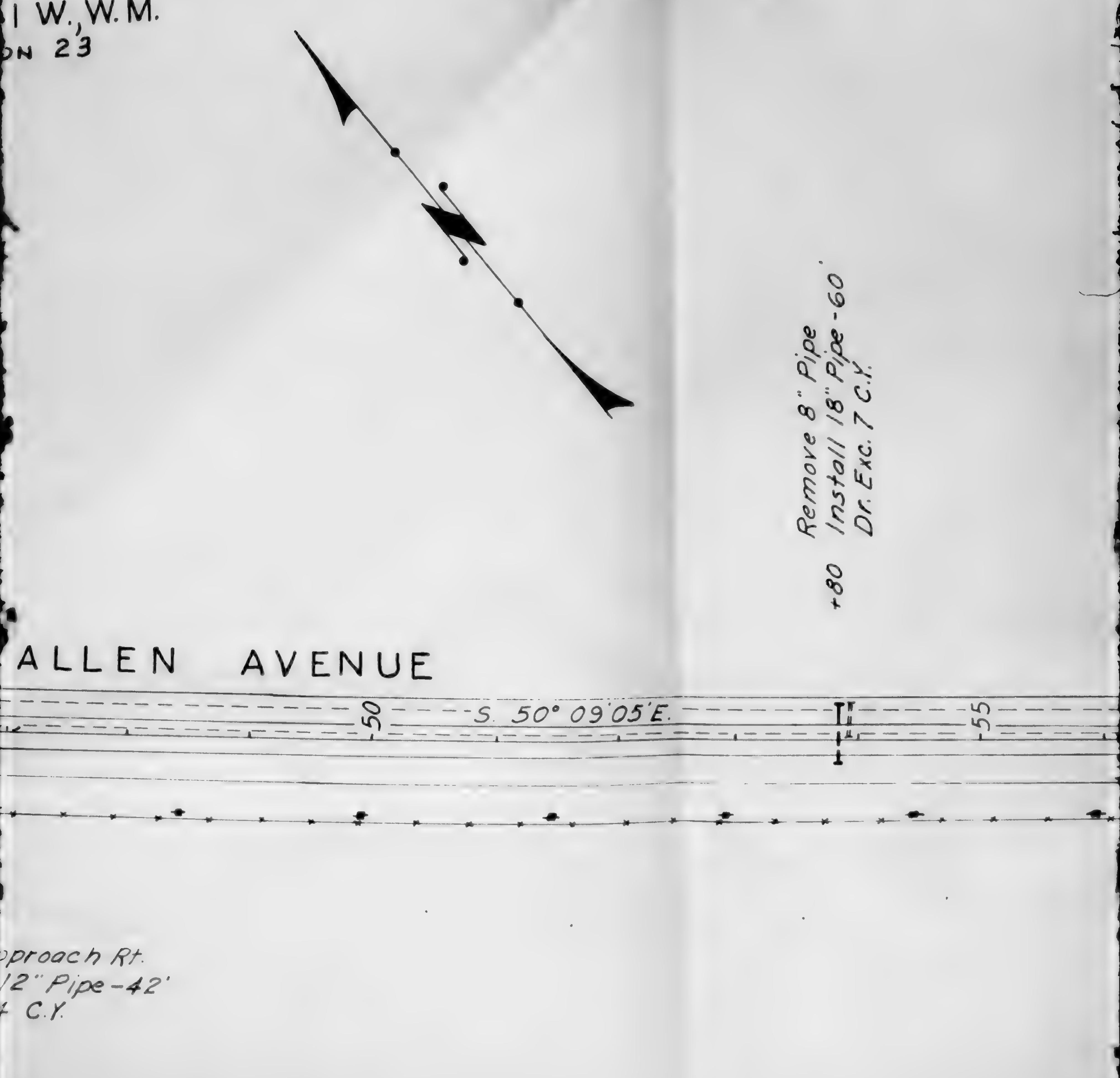
PRINCESS ST.
EMPEROR ST.
QUEEN LANE
DUCHESS
ALLEN
CENTER ST.
TUALATIN VALLEY HWY.
BEAVERTON HILLSDALE HWY.
FLOWER AVE.
LARCH DR.
MAPLE AVE.
BEECH DR.
ELLIS AVE.
LAKE RD.
RUBY AVE.
WESTERN AVE.
McMILLAN AVE.
S.W. 90TH AVE.
CEDAR
SCHOLLS FERRY RD.
15
1ST ST.
2ND
3RD
7TH
9TH
11TH
13TH
14TH
18TH


Exist. A.C. Pvmt
Install 18" Pipe -60'
Dr. Exc. 8 C.Y.
+50
+30
30°C
34+09.60 P.C.
20°C
Δ=50°18'30"
T=134.53'
35+78.14 P.O.C.
"A" 0+00
36+61.14 P.T.
36+78.66 Ah. EQUATION
Construction Easem
Const. "A" Line A
+90 Install 18" Pi
Const. Outlet
Bottom widt
Dr. Exc. 51 C
Private Road
S.0°09'25"W.
Exist. A.C. Pvmt
30
35
20
+00
Slope Easement
"A" Line
2
1
170'
Obliterate Road
55 R.
25
80 R.
100 R.
Const. A.C. Traffic Markers
Remove Existing Traffic Mark
Replace With Paint as Shown
N.56°26'55"E
12" Water
ALLEN AVE.
20'
FINAL SURVEY
NOTE BOOK
NO.

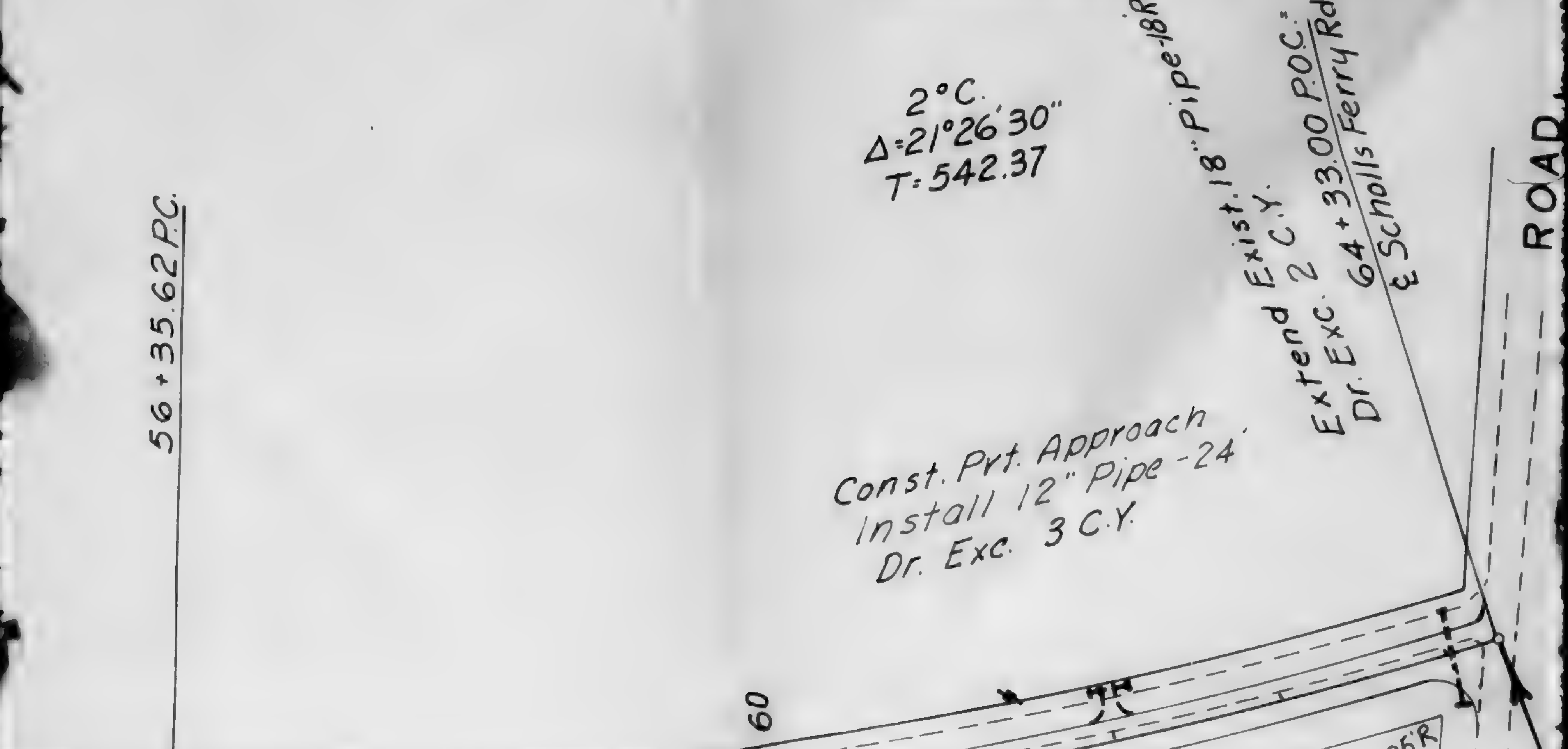

T. 1 S., R 1 W., W
SECTION 23
ION
Easement
" Line Approach
18" Pipe - 40'
outlet Ditch - 125'
m width 2' - S1. 1½:1
xc. 51 C.Y.
Road
Remove 12" Pipe
Install 18" Pipe - 60'
Dr. Exc. 8 C.Y.
ALL
40
45
35
rkers
ic Markers
hown
+75 Const. Approach
Install 12" Pipe
Dr. Exc. 4 C.Y.



1 W., W.M.
ON 23
Remove 8" Pipe
Install 18" Pipe -60'
Dr. Exc. 7 C.Y.
+80
ALLEN AVENUE
50
S. 50° 09' 05" E.
55
pproach Rt.
12" Pipe -42'
4 C.Y.

BEAVERTON SECTION
WESTERN & ALLEN AVENUES (FAS 840)
WASHINGTON COUNTY

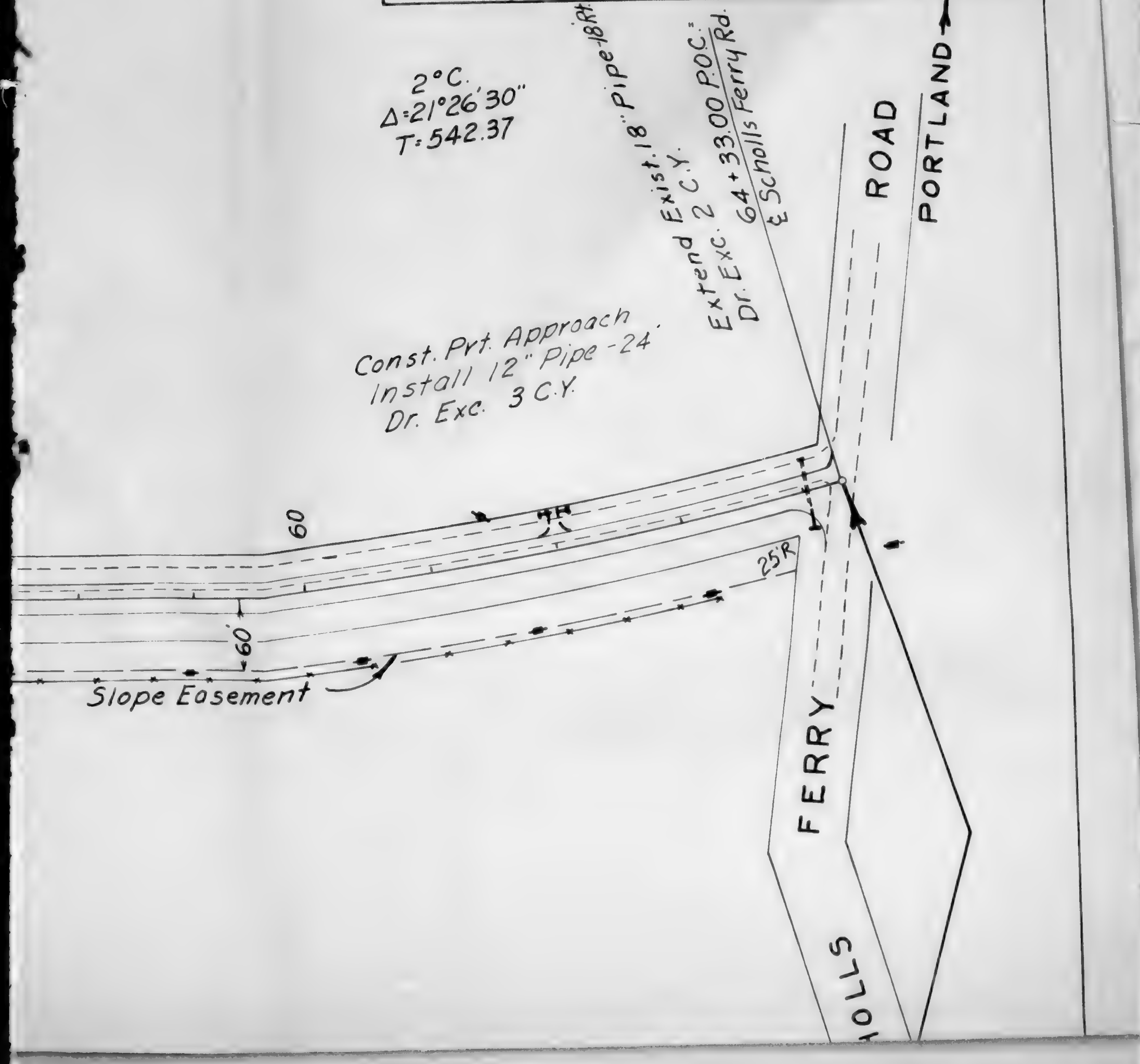
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-428(1)	


56+35.62 P.C.
2°C.
Δ=21°26'30"
T=542.37
Extend Exist. 18" Pipe-18Rt.
Dr. Exc. 2 C.Y.
64+33.00 P.O.C.=
℄ Scholls Ferry Rd.
ROAD
Const. Prt. Approach
Install 12" Pipe -24'
Dr. Exc. 3 C.Y.
60
60'
25'R
Slope Easement
FERRY
OLLS

BEAVERTON SECTION
WESTERN & ALLEN AVENUES (FAS 840)
WASHINGTON COUNTY

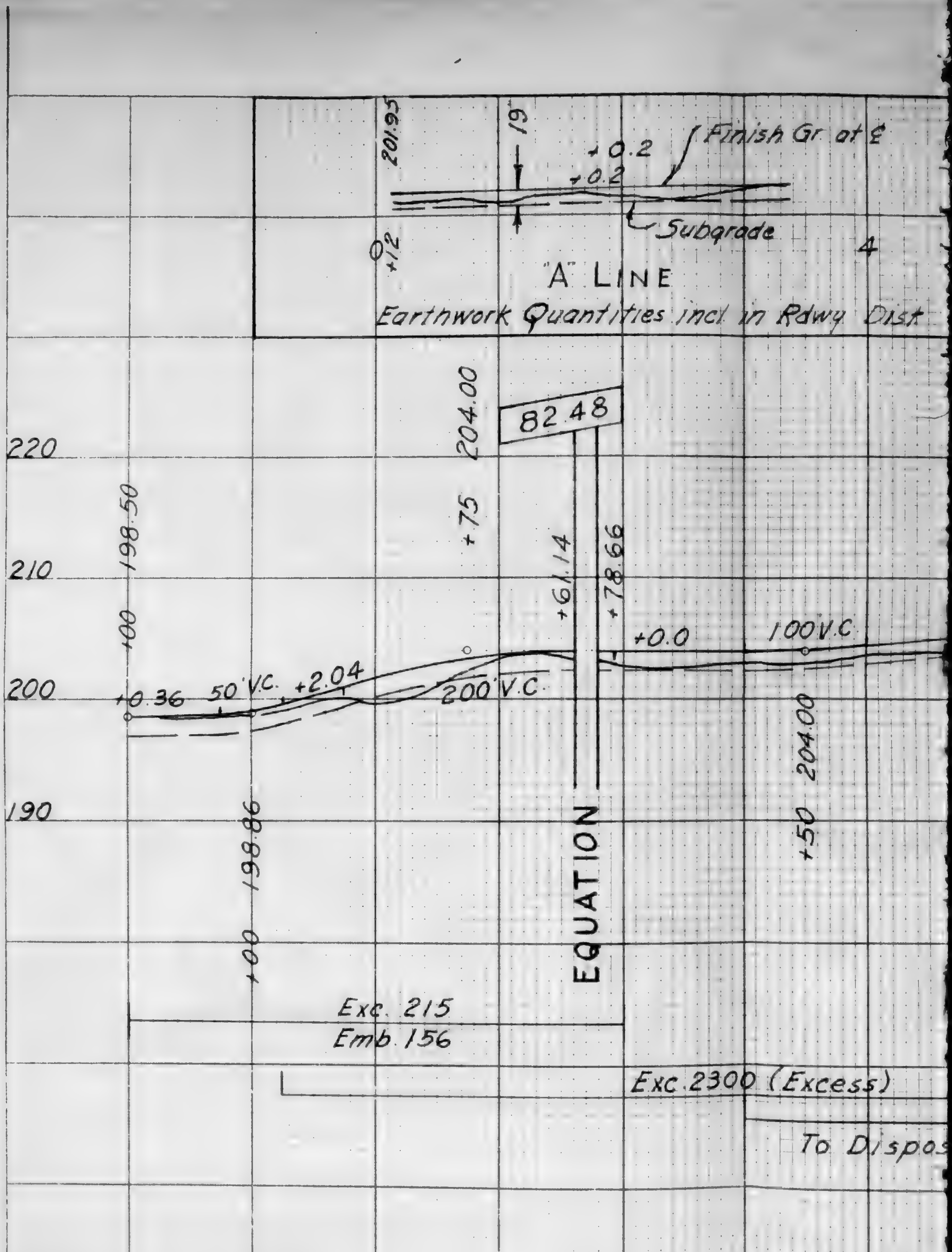
SHEET No. 4

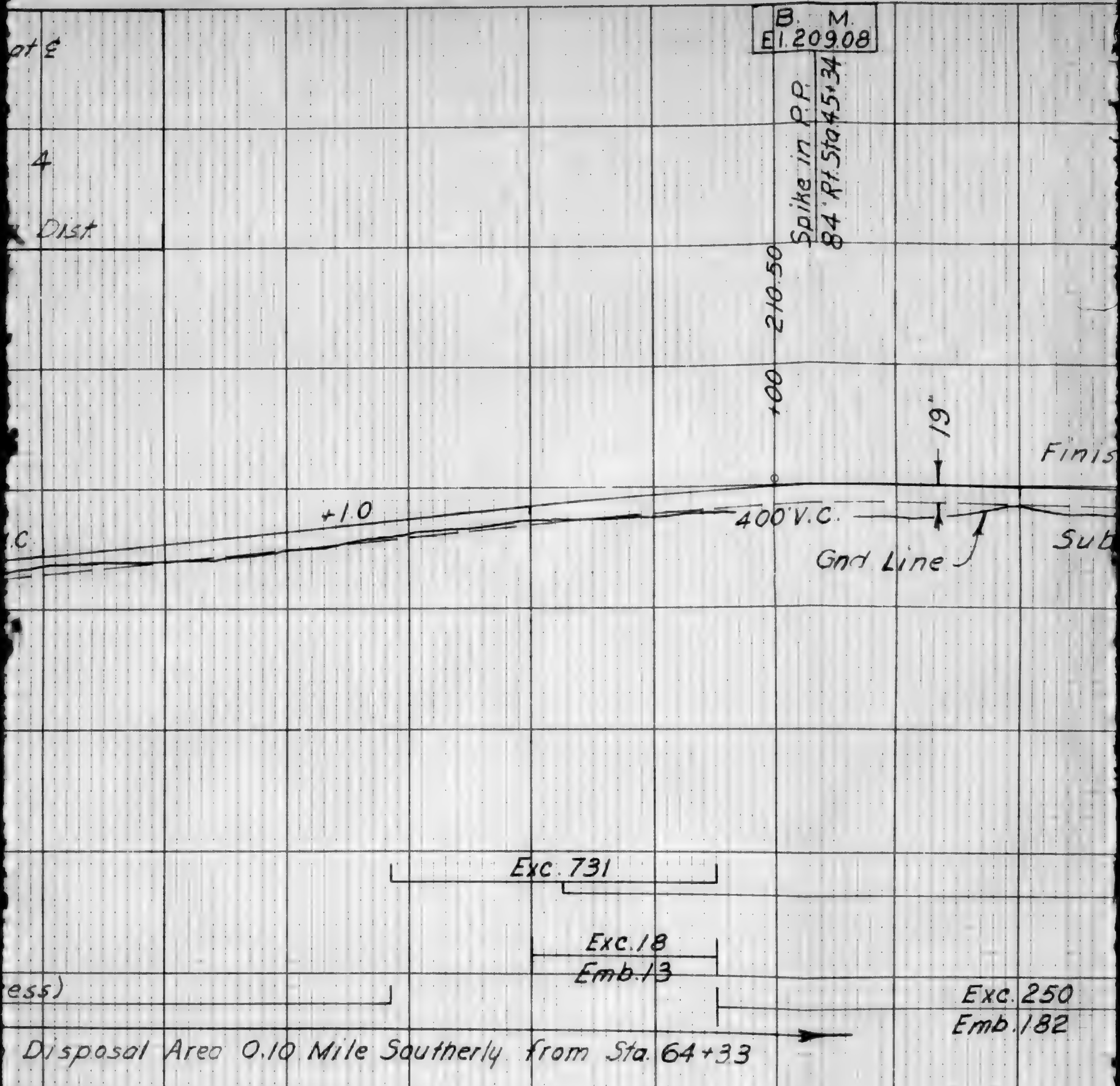
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-428(1)		See Index



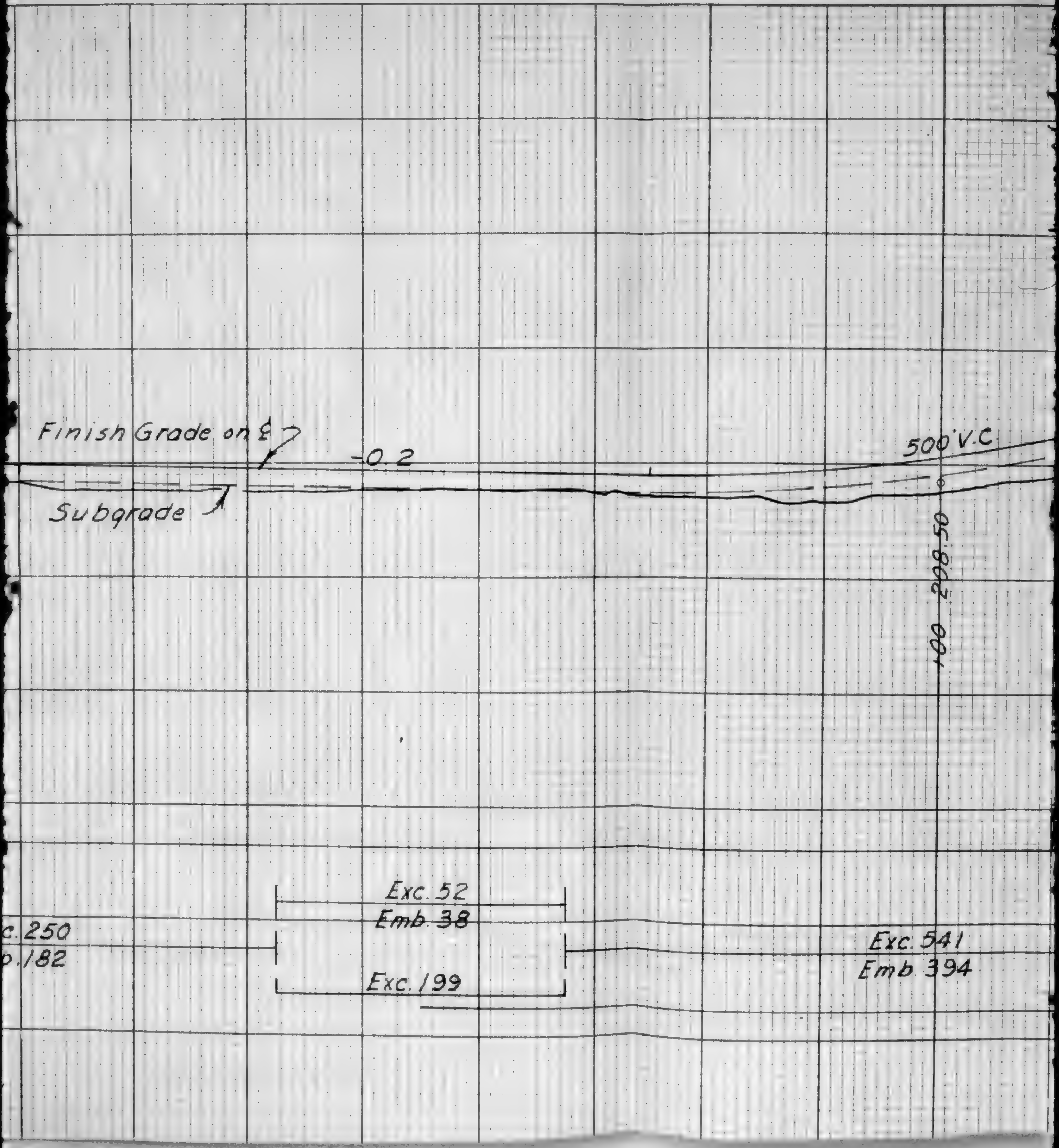
2°C.
Δ=21°26'30"
T=542.37
Extend Exist. 18" Pipe-18 Rt.
Dr. Exc. 2 C.Y.
64+33.00 P.O.C.
℄ Scholls Ferry Rd.
PORTLAND →
ROAD
Const. Prt. Approach
Install 12" Pipe-24'
Dr. Exc. 3 C.Y.
60
60'
25'R
Slope Easement
FERRY
SCHOLLS

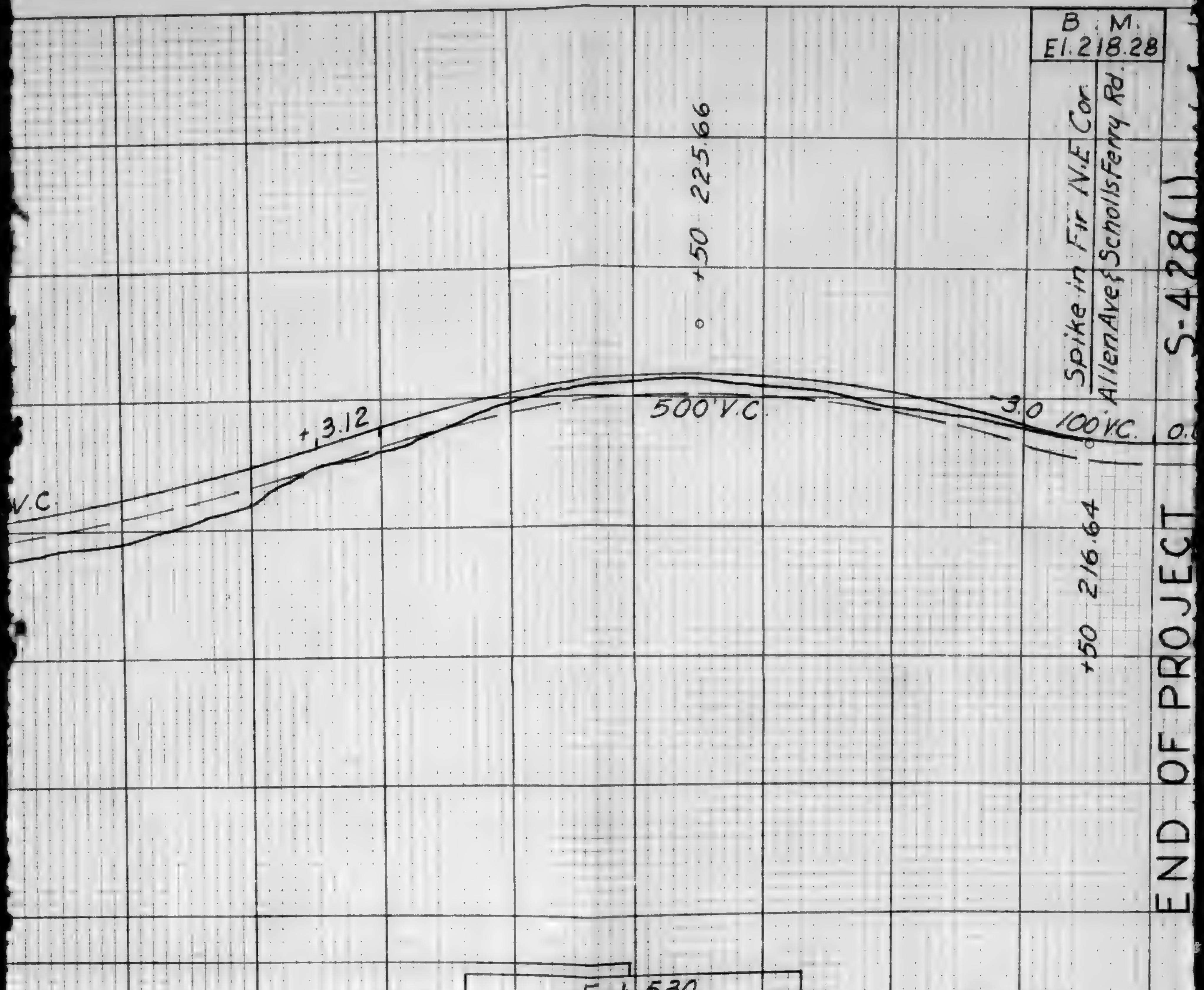
ORIGINAL SURVEY
NOTE BOOK
NO.

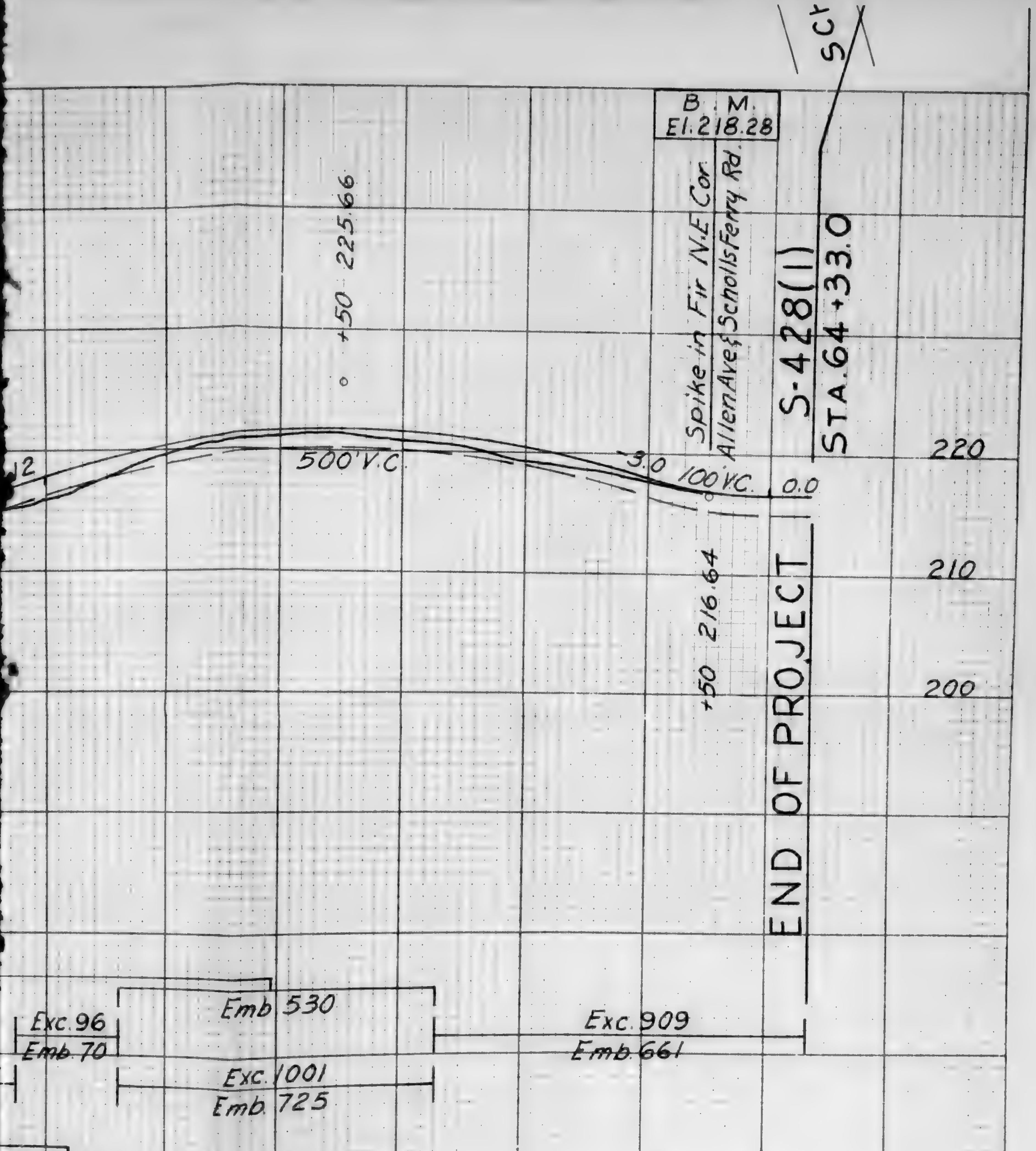

201.95
19"
+0.2
+0.2
Finish Gr. at ℄
Subgrade
0
+12
4
"A" LINE
Earthwork Quantities incl. in Rdwy. Dist.
204.00
82.48
220
210
200
190
198.50
+00
+75
+61.14
+78.66
+0.0
100'V.C.
+0.36
50'V.C.
+2.04
200'V.C.
198.86
+00
EQUATION
204.00
+50
Exc. 215
Emb. 156
Exc. 2300 (Excess)
To Dispos



B. M.
El. 209.08
Spike in P.P.
84' Rt. Sta. 45+34
at ℄
4
Dist
210.50
+00
19"
Finis
+1.0
400' V.C.
.C.
Gnd. Line
Sub
Exc. 731
Exc. 18
Emb. 13
ess)
Exc. 250
Emb. 182
Disposal Area 0.10 Mile Southerly from Sta. 64+33


Finish Grade on ℄
-0.2
500' V.C
Subgrade
100 208.50
Exc. 52
Emb. 38
c. 250
p. 182
Exc. 199
Exc. 541
Emb. 394


B. M.
El. 218.28
Spike in Fir N.E Cor.
Allen Ave & Scholls Ferry Rd.
+50 225.66
V.C.
+3.12
500' V.C.
-3.0
100' V.C.
0.
+50 216.64
END OF PROJECT S-428(1)
Emb 530
Exc. 96
Emb. 70
Exc. 909
Emb. 661
41
94
Exc. 1001
Emb. 725
Emb. 144


SCr
B. M.
El. 218.28
Spike in Fir N.E. Cor.
Allen Ave. & Scholls Ferry Rd.
S-428(1)
STA. 64 +33.0
+50 225.66
2
500' V.C.
3.0
100' V.C.
0.0
+50 216.64
END OF PROJECT
220
210
200
Exc. 96
Emb. 70
Emb. 530
Exc. 1001
Emb. 725
Exc. 909
Emb. 661
Emb. 144

Form E-1—(Rev.)—

S-428(1)

5502

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 4, 1959

Section Beaverton

Kind of work Grading and Paving

Highway Western & Allen County Washington

Section prefix 534-1016

Contractor Porter W Yett

Contract number 5502

Date of contract July 24, 1959

Specified work days 60

Date work started July 14, 1959

Work days used 55

Project authorization $114,483.66

Exclusive of engineering $106,342.60

Per cent of time elapsed 91.7 %

Estimated cost of completed project, exclusive of engineering $ 95,584.91

Estimated per cent ~~overrun or~~ underrun 9.72 %

Per cent of contract completed, based on estimated cost 100.0 %

Engineering authorization $ 8,141.06

Engineering cost to date $ 9,040.50, 111.05 %

Date project was completed October 27, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was submitted to the Division office December 4, 1959.

CONSTRUCTION DIVISION
RECEIVED
DEC 7 1959
NOTED-- [illegible]

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed James W [illegible]

Address P. O. Box 154, Hillsboro, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.98	0.98			0.98
Miles partially completed					
Miles completed	0.98	0.98			0.98
Total estimated quantities (contract)	23,000	24,800			4,000
Total quantities corrected to date	26,930.9	22,103.0			4,045.1
Estimated quantities moved or placed to date	26,930.9	22,103.0			4,045.1
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold		
Monday	Cold		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 17 1959
FOR FILING
14280
5502

November 16, 1959

Continental Casualty Company
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract #5502, for grading-paving the Beaverton Section of Western Avenue and Allen Avenue in Washington County.

This payment, in the amount of $7,147.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,785.46. The present payment will be released on or after November 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Continental Casualty Company
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

RECEIVED
NOV - 2 1959
FOR FILING
S-428(1)
5502

A

October 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 27, 1959, on Contract No. 5502, Beaverton Section, in Washington County, in connection with Federal Aid Project No. S-428(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

July 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-428(1)
Beaverton Section, Washington County
Order for State Force Work
Directional Signing
Total Estimated Cost: $500.00
Federal Funds: $310.00

Dear Sir:

Reference is made to your letter dated July 16, 1959 concerning subject order.

The use of State force in completing the work contemplated under the order is approved.

Very truly yours,

C. G. Polk
Division Engineer

orig. Baxter

Contract 5502 7-23-59 A

RECEIVED

FOR FILING

Monthly Transaction No. 7-108	Fo R-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 3	S-428(1)	County **Washington**
	FEDERAL-AID PROJECT AGREEMENT	Project No. **S-428(1)**

5502

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Jct. FAS 625 to Jct. FAS 627
Beaverton (Allen-Western Ave.) Section

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	1.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 111,939.57	$ 69,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BXX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 20, 1959**

USComm-DC 11169

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Beaverton Section, Project No. S-428(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Beaverton Section, Project No. S-428(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br
Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-428(1)

BEAVERTON SECTION OF THE WESTERN AND ALLEN AVENUES IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 25, 1959

Type Code 6201
Roadway (Sta. 0+30 to Sta. 21+00) (Sta. 33+00 to Sta. 64+33) (Contract No. 5502)

Clearing and Grubbing	All	Required		$3,300.00
Drainage Excavation, Unclassified	480	cu. yds.	$2.00	960.00
General Excavation, Unclassified	23,000	cu. yds.	0.37	8,510.00
Finishing Roadbed and Slopes	0.98	mile	1,000.00	980.00
12-inch Concrete Pipe	70	lin. ft.	2.15	150.50
18-inch Concrete Pipe	600	lin. ft.	3.70	2,220.00
48-inch Concrete Pipe	160	lin. ft.	18.00	2,880.00
8-inch Sewer Pipe	90	lin. ft.	1.70	153.00
12-inch Sewer Pipe	800	lin. ft.	2.15	1,720.00
15-inch Sewer Pipe	365	lin. ft.	3.15	1,149.75
Concrete Manholes	1	only	350.00	350.00
Concrete Inlets, Type "G"	6	only	80.00	480.00
Concrete Inlets, Type "G-1"	3	only	80.00	240.00
Concrete Curbs	110	cu. yds.	36.00	3,960.00
Coarse Crushed Material in Base	21,200	tons	1.75	37,100.00
3/4" - 0 Material in Base	3,600	tons	1.90	6,840.00
Sprinkling	500	M-gal.	3.50	1,750.00
Preparation of Base	0.98	mile	500.00	490.00
3/4" - 0 Material in Binder Course	200	cu. yds.	5.00	1,000.00
RC-3 Asphalt	30	tons	45.00	1,350.00
Class "B" Asphaltic Concrete	4,000	tons	5.95	23,800.00
Extra for Paving Approaches	6	only	30.00	180.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	1.00	200.00
				$99,763.25
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Signing	All	Required		500.00
		Subtotal		$101,763.25
		10% Engr. & Cont.		10,176.32
		Total		$111,939.57

Length of Roadway - - - - - - - - 0.982 Mile
Cost of Roadway Per Mile- - - - $113,991.41

Federal Funds	$ 69,200.00
State Funds	21,369.75
County Funds	21,369.82
	$111,939.57

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint: Chap. 529, Laws 1939

__Note:__ Necessary funds have been deposited by Washington County with the Highway Department.

RECEIVED
JUL 14 1959
FOR FILING

[illegible]

[illegible]

A

July 14, 1959

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This letter is in acknowledgment of yours of July 8, 1959, File 911596/323-3, calling attention to an error in the Special Provisions of our contract #5508.

We appreciate having this matter brought to our attention and have taken steps to correct the error by making our reference to Railroad refer specifically to the Southern Pacific Company.

A copy of the notice of change is being sent to holders of the contract together with a copy for your records.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:do

cc: Porter W. Yett, Contractor
6500 NE Ainsworth Street
Portland 18, Oregon

cc: Continental Casualty Company
105 Cobb Bldg.,
Seattle 1, Washington

cc: Secretary of State
Office Copy

Copy filed in Contract

8-58-10M

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
[illegible]
SUPERINTENDENT

July 8, 1959

IN REPLY PLEASE REFER TO
911596/323-3

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter June 24, 1959, transmitting copy of Contract No. 5502 with Porter W. Yett covering grading and paving work on Western and Allen Avenues in City of Beaverton, Washington County, Oregon.

We note that contractor's responsibility to our company is supposed to be covered on page 22 of the Special Provisions; however, we find that on this page reference is made to performance of work in the vicinity of "Union Pacific" Company's facilities. We would suggest that necessary correction be made by inserting the name Southern Pacific Company instead.

Yours truly,

AW Kilborn

RECEIVED
JUL 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 1959

To Whom It May Concern:

Reference is made to Contract No. 5502, grading and paving of the Beaverton Section of Walker Avenue and Allen Avenue, Washington County; awarded to [illegible] on June 24, 1959.

On page 22 of the special provisions of this contract the reference to Railroad was inadvertently given as applicable to the Union Pacific Company. The proper reference is to the Southern Pacific Company and the terms of the contract shall be considered to be in accord therewith.

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This letter is an acknowledgment of yours of July 8, 1959, File 911596/323-3, calling attention ~~of~~ to an error ~~[illegible]~~ in the special provisions of our Contract No. 5502.

We appreciate having this matter brought to our attention and have taken steps to correct the error by making our reference to Railroad rules applicable to the Southern Pacific Company.

A copy of the notice of change, being sent to bidders of the contract form, is attached for your record.

Very truly yours,

~~W. C. Williams~~
F. Q. ~~[illegible]~~

~~[illegible]~~
~~O.C.~~

A

RECEIVED
JUL 17 1959
FOR FILING

S 428(1)

5502

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started July 14, 1959, on Contract No. 5502, Beaverton Section, Washington County, in connection with Federal Aid Project No. S-428(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

RECEIVED
JUL 20 1959
FOR FILING

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 1, Account No. 276 covering directional signing on the Beaverton Section of the Western Ave. - Allen Rd. in Washington County, Contract No. 5542, in connection with Federal Aid Project No. S-[illegible](1).

This work is necessary for the guidance and direction of traffic during construction. The warning signs, lights and barricades for the safety of the traveling public and workmen normally required of the contractor are not included in this order and it does not relieve him of this responsibility.

The State is better staffed and equipped to do this work much more economically than the contractor.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $500.00 with Federal participation of $310.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

A

RECEIVED
JUL 13 1959
FOR FILING
X-438(1)
5502

FORM S-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
~~FORREST COOPER~~
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

Mr. Porter W. Yett
6500 NE Ainsworth Street
Portland 18
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5502, awarded June 24, 1959, for grading-paving the Beaverton Section of Western Avenue and Allen Avenue in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUN 30 1959

FOR FILING

[illegible]

5502

June 24, 1959

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 18, Oregon

Dear Sir:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and paving on Western and Allen Avenues in Beaverton in Washington County for the sum of $99,763.25 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5502.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1959

Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Contract for grading and paving on Western and Allen Avenues in Beaverton in Washington County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUN 25 1959
FOR FILING

June 24, 1959

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5502, covering grading and paving work on Western and Allen Avenues in the City of Beaverton, Washington County.

This project is planned to extend Western Avenue to a junction with the Beaverton-Hillsdale Highway through an area being developed by your company and the Kaiser Company.

This work has been discussed with representatives of your company and no additional insurance is required of the contractor other than his regular insurance coverage. However, the contractor is responsible for any damage to your company's facilities as outlined on page 22 of the Special Provisions for the above-named project.

Very truly yours,

W. C. Williams
State Highway Engineer

JWR:mfh

By

R. L. Porter
Office Engineer

cc: Mr. C. S. Paxson
Mr. J. W. DeSousa

Mr. W. H. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

RECEIVED
JUN 25 1959
FOR FILING
[illegible]
5562

FORM 8 50X—50M—6 58—13068

ORDEGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
June 24, 1959
Salem, Oregon

To: Mr. R. L. Porter
OFFICE

SUBJECT: Beaverton (Western & Allen Ave.) Sec.
FAS 840
Washington County

We have received this date Washington County's advance deposit for the subject named project and a letter certifying that all rights-of-way or rights-of-entry have been obtained. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

cc: G. S. Paxson

NOTED
[illegible]SON

RECEIVED
MAY 15 1959
FOR FILING

L421(1)

5512

May 15, 1959

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing under separate cover an informational set of special provisions and plans covering grading and paving work on Western and Allen Avenues in the City of Beaverton in Washington County, bids for which are to be received in Salem on May 26, 1959.

This project is planned to extend Western Avenue to a junction with the Beaverton-Hillsdale Highway through an area being developed by your company and the Kaiser Company.

This work has been discussed with representatives of your company and no additional insurance is required of the contractor other than his regular insurance coverage, however, the contractor is responsible for any damage to your company's facilities as outlined on Page 22 of the special provisions for the above-named project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSousa

Mr. W. M. Jackle, Chief Engr.
Southern Pacific Company
65 Market St.
San Francisco 5, California

F-318(6) Wash. Co. Line-Highlands 1960
Interch. Sec. (Grad. &
#5503 Pav.) [redacted]

C&H
2070

RECEIVED
APR 5 - 1963
FOR FILING

State

Monthly transaction number 60	Form [illegible]2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]e Oregon
Program number 17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project number F-318(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**39**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,632,532.00**
Revised Federal funds	$ **987,013.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **March**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX **A. W. Parsons**
Division Engineer

By L R Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Washington County Line-Highlands Interchange Section, Project No. F-318(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

RECEIVED
8-24
AUG 24 1960
FOR FILING

Monthly [illegible] number	F... PR-2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	tate **Oregon**
Project report number	**MODIFICATION OF FEDERAL-AID**	County **Multnomah**
14 F-318(6)	**PROJECT AGREEMENT**	Project number **F-318(6)**

5502

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,403,133.50**
Revised Federal funds	$ **855,000.00**
Other revisions	**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **22** day of **August**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

August 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Washington County Line-Highlands Interchange Section, Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

August 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Washington County Line-Highlands Interchange Section, Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:er

Oregon State Highway Department

Federal Aid
Project No. F-313(6)

WASHINGTON COUNTY LINE-HIGHLANDS INTERCHANGE

SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 126+00 to Sta. 175+71.39)(Contract No. 5503)

Clearing and Grubbing	All	Required		$ 23,767.00
Removal of Curbs	1,200	lin.ft.	$ .30	360.00
Removal of Concrete Pavement	12,000	sq.yds.	1.00	12,000.00
Removal of Miscellaneous Concrete and Masonry	All	Required		4,000.00
Drainage Excavation, Unclassified	6,900	cu.yds.	5.00	34,500.00
General Excavation, Unclassified	239,000	cu.yds.	.45	107,550.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin.ft.	.15	495.00
1-1/2 inch Electrical Conduit	400	lin.ft.	1.25	500.00
12-inch Corrugated Metal Pipe	140	lin.ft.	3.50	490.00
18-inch Corrugated Metal Pipe	150	lin.ft.	5.00	750.00
18-inch Corrugated Metal Pipe, Protected Invert	110	lin.ft.	5.40	594.00
24-inch Corrugated Metal Pipe, Protected Invert, 12 Gage	600	lin.ft.	10.70	6,420.00
12-inch Concrete Pipe	230	lin.ft.	2.20	506.00
18-inch Concrete Pipe	360	lin.ft.	4.50	1,620.00
36-inch Concrete Pipe	80	lin.ft.	9.40	752.00
Extra for Tunneling	50	lin.ft.	85.00	4,250.00
Extra for Pipe Under Pavement	690	lin.ft.	5.00	3,450.00
8-inch Sewer Pipe	3,120	lin.ft.	1.30	4,056.00
12-inch Sewer Pipe	2,640	lin.ft.	2.00	5,280.00
15-inch Sewer Pipe	1,260	lin.ft.	2.80	3,528.00
18-inch Sewer Pipe	410	lin.ft.	3.80	1,558.00
21-inch Sewer Pipe	970	lin.ft.	4.70	4,559.00
24-inch Sewer Pipe	90	lin.ft.	5.50	495.00
36-inch Sewer Pipe	170	lin.ft.	9.00	1,530.00
Class "A" Concrete in Encasement	13	cu.yds.	35.00	455.00
Metal Reinforcement in Encasement	660	lbs.	.16	105.60
8-inch Metal Drain Pipe	810	lin.ft.	2.20	1,782.00
6-inch Perforated Metal Drain Pipe	1,920	lin.ft.	1.70	3,264.00
8-inch Perforated Metal Drain Pipe	8,000	lin.ft.	2.00	16,000.00
12-inch Perforated Metal Drain Pipe	400	lin.ft.	3.20	1,280.00
Special Backfill in Drains	2,000	cu.yds.	5.00	10,000.00
Concrete Manholes	30	only	300.00	9,000.00
Drop Manholes	3	only	500.00	1,500.00
Concrete Inlets, Type "CG-1"	40	only	125.00	5,000.00
Concrete Inlets, Type "D"	13	only	125.00	1,625.00

Concrete Curbs	490	cu.yds.	$36.00	$ 17,640.00
Concrete Walks and Surfacings	740	sq.yds.	3.25	2,405.00
Concrete in Islands	42	cu.yds.	38.00	1,596.00
Metal Guard Rail	6,000	lin.ft.	2.45	14,700.00
Metal Median Barrier	5,400	lin.ft.	4.10	22,140.00
Salvaging and Reinstalling Guard Rail	800	lin.ft.	1.80	1,440.00
Portable Traffic Barrier	3,000	lin.ft.	4.40	13,200.00
Guide Posts, Type "W-1"	26	only	5.30	137.80
Guide Posts, Type "Y-2"	140	only	6.15	861.00
Guide Posts, Type "Y-3"	2	only	7.50	15.00
Coarse Crushed Material in Base	55,800	tons	2.25	125,550.00
3/4" - 0 Material in Base	7,000	tons	2.65	18,550.00
Sprinkling	1,400	M-gals.	2.50	3,500.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	590	cu.yds.	4.00	2,360.00
RC-3 Asphalt	94	tons	72.00	6,768.00
Class "B" Asphaltic Concrete	13,560	tons	6.50	88,140.00
RC-1 Asphalt	4	tons	55.00	220.00
Extra for Paving Approaches	11	only	28.00	308.00
Asphaltic Concrete Traffic Markers	1,200	lin.ft.	.70	840.00
Shoring, Cribbing, etc. for Walls	All	Required		22,000.00
Structural Excavation for Walls	1,900	cu.yds.	3.00	5,700.00
Excavation Below Elevation Shown for Walls	300	cu.yds.	10.00	3,000.00
Class "A" Concrete in Walls	380	cu.yds.	50.00	19,000.00
Metal Reinforcement in Walls	44,000	lbs.	.16	7,040.00
				$ 654,632.40
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Signing (Temporary)	All	Required		5,000.00
Remove Traffic Signals	All	Required		1,500.00
Remove Illumination Poles	All	Required		500.00
Reset Monument Boxes	All	Required		400.00
Seeding and Mulching	All	Required		3,000.00
Horizontal Drains	All	Required		10,000.00
Exploration for Pipes	All	Required		500.00
				$ 690,532.40

Partial Viaduct #3648 (Sta. 128+00 to Sta. 134+50)
(Contract No. 5533)

Signs, Barricades and Lights	All	Required		$ 1,400.00
Shoring, Cribbing, etc.	All	Required		5,000.00
Structural Excavation	1,800	cu.yds.	$3.80	6,840.00
Structural Excavation Below Elevation Shown	150	cu.yds.	3.80	570.00
Special Backfill	160	cu.yds.	5.00	800.00
Furnish Treated Timber Piling	15,331	lin.ft.	1.03	15,790.93
Drive Piles	375	only	33.00	12,375.00
Class "A" Concrete (1,402 cu.yds.)	All	Required		81,616.00
Metal Reinforcement (400,100 lbs.)	All	Required		47,212.00
Metal Parapet Railing	650	lin.ft.	5.00	3,250.00
Portable Traffic Barrier	900	lin.ft.	4.00	3,600.00
				$ 173,453.93

Partial Viaduct #2649 (Sta. 137+00 to Sta. 143+20) (Contract No. 5533)

Signs, Barricades and Lights	All	Required		$ 1,400.00
Shoring, Cribbing, etc.	All	Required		5,000.00
Structural Excavation	2,150	cu.yds.	$3.80	8,170.00
Structural Excavation Below Elevation Shown	300	cu.yds.	3.80	1,140.00
Special Backfill	240	cu.yds.	5.00	1,200.00
Furnish Treated Timber Piling	13,920	lin.ft.	1.03	14,337.60
Drive Piles	425	only	33.00	14,025.00
Class "A" Concrete (1,753 cu.yd.)	All	Required		98,812.00
Metal Reinforcement (431,100 lbs.)	All	Required		50,707.00
Metal Parapet Railing	620	lin.ft.	5.00	3,100.00
8-inch Metal Drain Pipe	40	lin.ft.	4.00	160.00
6-inch Standard Steel Pipe	200	lin.ft.	8.00	1,600.00
Portable Traffic Barrier	900	lin.ft.	4.00	3,600.00
				$ 203,251.60
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
	Subtotal (Viaducts)			$ 382,705.53

Signing and Illumination (Contract 5743)

Removal of Existing Sign Installations	All	Required		$ 46.43
120-foot Sign Bridge	1	only	$13,808.79	13,808.79
Cantilever Sign Structure	1	only	2,630.00	2,630.00
Butterfly Sign Structure Revision	1	only	1,679.69	1,679.69
Furnish 8" BP 36# Piling	128	lin.ft.	4.50	576.00
Drive Steel Piles	9	only	63.80	574.20
Metal Sign Posts in Place	All	Required		467.07
Wood Sign Posts in Place	All	Required		1,222.96
Type "A" Signs in Place	1,094	sq.ft.	7.57	8,281.58
Type "C" & "D" Signs in Place	339	sq.ft.	3.60	1,220.40
Type "E" Signs in Place	83	sq.ft.	3.93	326.19
Type "J" Signs in Place	30	sq.ft.	7.66	229.80
Illumination Installation	All	Required		16,549.63
				$ 47,612.74
	Subtotal			$1,120,850.67
	10% Engr. & Cont.			112,084.33
	Total			$1,232,935.00

Type Code X721
Sylvan Undercrossing (Sta. 155+19.92)(Contract No. 5503)

Shoring, Cribbing, etc. for Structure	All	Required		$ 5,000.00
Structural Excavation for Structure	2,900	cu.yds.	$2.50	7,250.00
Excavation Below Elevation Shown for Structure	200	cu.yds.	10.00	2,000.00
Furnish Steel Piling	6,540	lin.ft.	6.00	39,240.00
Drive Steel Piles	175	only	50.00	8,750.00
Class "A" Concrete in Structure	All	Required		55,000.00

Metal Reinforcement in Structure	All Required		$ 25,245.00
Metal Handrail	315 lin.ft.	$10.00	3,150.00
	Subtotal		$ 145,635.00
	10% Engr. & Cont.		14,563.50
	Total		$ 160,198.50

Length of Roadway . . . . 0.942 mile
Length of 1 Structure . . . . 0.000 mile
Total Length . . . . 0.942 mile
Cost of Roadway per mile $1,308,848.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway	1,232,935.00	750,000.00	482,935.00
Structure	160,198.50	99,000.00	61,198.50
	$1,403,133.50	$855,000.00	$548,133.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-318(6)

WASHINGTON COUNTY LINE-HIGHLANDS INTERCHANGE

SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 17, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 10,000.00

Type Code 6201
Roadway (Sta. 126+00 to Sta. 175+71.89)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Removal of Curbs	1,200	lin. ft.	0.45	540.00
Removal of Concrete Pavement	12,000	sq. yds.	0.80	9,600.00
Removal of Miscellaneous Concrete and Masonry	All	Required		7,500.00
Drainage Excavation, Unclassified	6,900	cu. yds.	3.00	20,700.00
General Excavation, Unclassified	239,000	cu. yds.	0.75	179,250.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.20	660.00
1½-inch Electrical Conduit	400	lin. ft.	2.00	800.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.75	525.00
18-inch Corrugated Metal Pipe	150	lin. ft.	5.00	750.00
18-inch Corrugated Metal Pipe, Protected Invert	110	lin. ft.	5.50	605.00
24-inch Corrugated Metal Pipe, Protected Invert, 12 Gage	600	lin. ft.	8.50	5,100.00
12-inch Concrete Pipe	230	lin. ft.	2.50	575.00
18-inch Concrete Pipe	360	lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	80	lin. ft.	10.00	800.00
Extra for Tunneling	50	lin. ft.	125.00	6,250.00
Extra for Pipe Under Pavement	690	lin. ft.	5.00	3,450.00
8-inch Sewer Pipe	3,120	lin. ft.	2.00	6,240.00
12-inch Sewer Pipe	2,640	lin. ft.	2.50	6,600.00
15-inch Sewer Pipe	1,260	lin. ft.	3.25	4,095.00
18-inch Sewer Pipe	410	lin. ft.	3.75	1,537.50
21-inch Sewer Pipe	970	lin. ft.	4.50	4,365.00
24-inch Sewer Pipe	90	lin. ft.	5.25	472.50
36-inch Sewer Pipe	170	lin. ft.	9.00	1,530.00
Class "A" Concrete in Encasement	13	cu. yds.	75.00	975.00
Metal Reinforcement in Encasement	660	lbs.	0.15	99.00
8-inch Metal Drain Pipe	810	lin. ft.	2.50	2,025.00
6-inch Perforated Metal Drain Pipe	1,920	lin. ft.	2.00	3,840.00
8-inch Perforated Metal Drain Pipe	8,000	lin. ft.	2.50	20,000.00
12-inch Perforated Metal Drain Pipe	400	lin. ft.	3.75	1,500.00
Special Backfill in Drain	2,000	cu. yds.	6.00	12,000.00
Concrete Manholes	30	only	300.00	9,000.00
Drop Manholes	3	only	325.00	975.00
Concrete Inlets, Type "CB-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "D"	13	only	80.00	1,040.00
Concrete Curbs	530	cu. yds.	40.00	21,200.00
Concrete Walks and Surfacings	740	sq. yds.	4.00	2,960.00

Concrete in Islands	42	cu. yds.	$40.00	$ 1,680.00
Metal Guard Rail	6,000	lin. ft.	3.00	18,000.00
Metal Median Barrier	5,400	lin. ft.	4.50	24,300.00
Salvaging and Reinstalling Guard Rail	800	lin. ft.	1.50	1,200.00
Portable Traffic Barrier	3,000	lin. ft.	4.50	13,500.00
Guide Posts, Type "W-1"	26	only	5.00	130.00
Guide Posts, Type "Y-2"	140	only	5.50	770.00
Guide Posts, Type "Y-3"	2	only	6.50	13.00
Coarse Crushed Material in Base	55,800	tons	2.50	139,500.00
3/4" - 0 Material in Base	7,000	tons	2.60	18,200.00
Sprinkling	1,400	M-gal.	3.00	4,200.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	590	cu. yds.	4.50	2,655.00
RC-3 Asphalt	94	tons	48.00	4,512.00
Class "B" Asphaltic Concrete	13,560	tons	6.75	91,530.00
RS-1 Asphalt	4	tons	75.00	300.00
Extra for Paving Approaches	11	only	30.00	330.00
Asphaltic Concrete Traffic Markers	1,200	lin. ft.	1.00	1,200.00
Shoring, Cribbing, Etc. for Walls	All	Required		35,000.00
Structural Excavation for Walls	1,900	cu. yds.	7.00	13,300.00
Excavation Below Elevation Shown for Walls	300	cu. yds.	10.00	3,000.00
Class "A" Concrete in Walls	380	cu. yds.	70.00	26,600.00
Metal Reinforcement in Walls	44,000	lbs.	0.14	6,160.00
				$760,759.00
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Signing (Temporary)	All	Required		5,000.00
Remove Traffic Signals	All	Required		1,500.00
Remove Illumination Poles	All	Required		500.00
Reset Monument Boxes	All	Required		400.00
Seeding and Mulching	All	Required		3,000.00
Horizontal Drains	All	Required		10,000.00
Exploration for Pipes	All	Required		500.00
Work by Sylvan Water District	All	Required		8,000.00
Work by West Slope Water District	All	Required		21,000.00
	Subtotal			$825,659.00
	10% Engr. & Cont.			82,565.90
			Total	$908,224.90

Type Code X721

Sylvan Undercrossing (Sta. 155+19.92)

Shoring, Cribbing, Etc. for Structure	All	Required	$	$ 20,000.00
Structural Excavation for Structure	2,900	cu. yds.	6.00	17,400.00
Excavation Below Elevation Shown for Structures	200	cu. yds.	10.00	2,000.00
Furnish Steel Piling	6,540	lin. ft.	5.50	35,970.00
Drive Piles	175	only	55.00	9,625.00
Class "A" Concrete in Structure	All	Required		60,125.00
Metal Reinforcement in Structure	All	Required		22,061.00
Metal Handrail	315	lin. ft.	12.00	3,780.00
	Subtotal			$170,961.00
	10% Engr. & Cont.			17,096.10
			Total	$188,057.10

Length of Roadway - - - - - - - - - - - - 0.942 Mile
Length of 1 Structure - - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - - 0.942 Mile
Cost of Roadway Per Mile- - - - - - - - $964,145.32

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway	908,224.90	545,000.00	363,224.90
Structure	188,057.10	112,000.00	76,057.10
	$1,106,282.00	$663,000.00	$443,282.00

Retained in Program Status

Work: Viaducts, Illumination and Traffic Signs

Federal Funds: $123,000.00

Oregon State Highway Department

Federal Aid
Project No. F-318(6)

WASHINGTON COUNTY LINE-HIGHLANDS INTERCHANGE

SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, August 20, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 126+00 to Sta. 175+71.89)(Contract No. 5503)

Clearing and Grubbing	All	Required		$ 23,767.00
Removal of Curbs	1,200	lin. ft.	$ 0.30	360.00
Removal of Concrete Pavement	12,000	sq. yds.	1.00	12,000.00
Removal of Miscellaneous Concrete and Masonry	All	Required		4,000.00
Drainage Excavation, Unclassified	6,900	cu. yds.	5.00	34,500.00
General Excavation, Unclassified	239,000	cu. yds.	0.45	107,550.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.15	495.00
1½-inch Electrical Conduit	400	lin. ft.	1.25	500.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.50	490.00
18-inch Corrugated Metal Pipe	150	lin. ft.	5.00	750.00
18-inch Corrugated Metal Pipe, Protected Invert	110	lin. ft.	5.40	594.00
24-inch Corrugated Metal Pipe, Protected Invert, 12 Gage	600	lin. ft.	10.70	6,420.00
12-inch Concrete Pipe	230	lin. ft.	2.20	506.00
18-inch Concrete Pipe	360	lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	80	lin. ft.	9.40	752.00
Extra for Tunneling	50	lin. ft.	85.00	4,250.00
Extra for Pipe Under Pavement	690	lin. ft.	5.00	3,450.00
8-inch Sewer Pipe	3,120	lin. ft.	1.30	4,056.00
12-inch Sewer Pipe	2,640	lin. ft.	2.00	5,280.00
15-inch Sewer Pipe	1,260	lin. ft.	2.80	3,528.00
18-inch Sewer Pipe	410	lin. ft.	3.80	1,558.00
21-inch Sewer Pipe	970	lin. ft.	4.70	4,559.00
24-inch Sewer Pipe	90	lin. ft.	5.50	495.00
36-inch Sewer Pipe	170	lin. ft.	9.00	1,530.00
Class "A" Concrete in Encasement	13	cu. yds.	35.00	455.00
Metal Reinforcement in Encasement	660	lbs.	0.16	105.60
8-inch Metal Drain Pipe	810	lin. ft.	2.20	1,782.00
6-inch Perforated Metal Drain Pipe	1,920	lin. ft.	1.70	3,264.00
8-inch Perforated Metal Drain Pipe	8,000	lin. ft.	2.00	16,000.00
12-inch Perforated Metal Drain Pipe	400	lin. ft.	3.20	1,280.00
Special Backfill in Drain	2,000	cu. yds.	5.00	10,000.00
Concrete Manholes	30	only	300.00	9,000.00
Drop Manholes	3	only	500.00	1,500.00

Concrete Inlets, Type "GB-1"	40 only	$125.00	$ 5,000.00
Concrete Inlets, Type "D"	13 only	125.00	1,625.00
Concrete Curbs	490 cu. yds.	36.00	17,640.00
Concrete Walks and Surfacings	740 sq. yds.	3.25	2,405.00
Concrete in Islands	42 cu. yds.	38.00	1,596.00
Metal Guard Rail	6,000 lin. ft.	2.45	14,700.00
Metal Median Barrier	5,400 lin. ft.	4.10	22,140.00
Salvaging and Reinstalling Guard Rail	800 lin. ft.	1.80	1,440.00
Portable Traffic Barrier	3,000 lin. ft.	4.40	13,200.00
Guide Posts, Type "W-1"	26 only	5.30	137.80
Guide Posts, Type "Y-2"	140 only	6.15	861.00
Guide Posts, Type "Y-3"	2 only	7.50	15.00
Coarse Crushed Material in Base	55,800 tons	2.25	125,550.00
3/4" - 0 Material in Base	7,000 tons	2.65	18,550.00
Sprinkling	1,400 M-Gal.	2.50	3,500.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	590 cu. yds.	4.00	2,360.00
RC-3 Asphalt	94 tons	72.00	6,768.00
Class "B" Asphaltic Concrete	13,560 tons	6.50	88,140.00
RS-1 Asphalt	4 tons	55.00	220.00
Extra for Paving Approaches	11 only	28.00	308.00
Asphaltic Concrete Traffic Markers	1,200 lin. ft.	0.70	840.00
Shoring, Cribbing, Ect. for Walls	All Required		22,000.00
Structural Excavation for Walls	1,900 cu. yds.	3.00	5,700.00
Excavation Below Elevation Shown for Walls	300 cu. yds.	10.00	3,000.00
Class "A" Concrete in Walls	380 cu. yds.	50.00	19,000.00
Metal Reinforcement in Walls	44,000 lbs.	0,16	7,040.00
			$654,632.40
Flagging (57½% of Contractor's Cost)	All Required		15,000.00
Signing (Temporary)	All Required		5,000.00
Remove Traffic Signals	All Required		1,500.00
Remove Illumination Poles	All Required		500.00
Reset Monument Boxes	All Required		400.00
Seeding and Mulching	All Required		3,000.00
Horizontal Drains	All Required		10,000.00
Exploration for Pipes	All Required		500.00
			$690,532.40

Partial Viaduct #8648 (Sta. 128+00 to Sta. 134+50)

Signs, Barricades and Lights	All Required		$ 1,500.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structural Excavation	1,800 cu. yds.	$ 5.00	9,000.00
Structural Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Special Backfill	160 cu. yds.	3.00	480.00
Furnish Treated Timber Piling	15,331 lin. ft.	1.15	17,630.65
Drive Piles	375 only	50.00	18,750.00
Class "A" Concrete (1,402 cu. yds. at $70.00)	All Required		98,140.00
Metal Reinforcement (400,100 lbs. at $0.13)	All Required		52,013.00
Metal Parapet Railing	650 lin. ft.	8.00	5,200.00
Portable Traffic Barrier	900 lin. ft.	4.50	4,050.00
			$233,263.65

Partial Viaduct #8649 (Sta. 137+00 to Sta. 143+20)

Signs, Barricades and Lights	All Required		$ 1,500.00
Shoring, Cribbing, Etc.	All Required		30,000.00
Structural Excavation	2,150 cu. yds.	$ 5.00	10,750.00
Structural Excavation Below Elevation Shown	300 cu. yds.	10.00	3,000.00
Special Backfill	240 cu. yds.	3.00	720.00
Furnish Treated Timber Piling	13,920 lin. ft.	1.15	16,008.00
Drive Piles	425 only	50.00	21,250.00
Class "A" Concrete (1,753 cu. yds. at $70.00)	All Required		122,710.00
Metal Reinforcement (431,100 lbs. at $0.13)	All Required		56,043.00
Metal Parapet Railing	620 lin. ft.	8.00	4,960.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
6-inch Standard Steel Pipe	200 lin. ft.	5.00	1,000.00
Portable Traffic Barrier	900 lin. ft.	4.50	4,050.00
			$272,151.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
			$506,414.65
	Subtotal		$1,196,947.05
	10% Engr. & Cont.		119,694.70
	Total		$1,316,641.75

Type Code X721
Sylvan Undercrossing (Sta. 155+19.92)(Contract No. 5503)

Shoring, Cribbing, Etc. for Structure	All Required		$ 5,000.00
Structural Excavation for Structure	2,900 cu. yds.	$ 2.50	7,250.00
Excavation Below Elevation Shown for Structures	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	6,540 lin. ft.	6.00	39,240.00
Drive Piles	175 only	50.00	8,750.00
Class "A" Concrete in Structure	All Required		55,000.00
Metal Reinforcement in Structure	All Required		25,245.00
Metal Handrail	315 lin. ft.	10.00	3,150.00
	Subtotal		$145,635.00
	10% Engr. & Cont.		14,563.50
	Total		$160,198.50

Length of Roadway - - - - - - - - - - - - 0.942 Mile
Length of 1 Structure - - - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - - 0.942 Mile
Cost of Roadway Per Mile- - - - - - - - $1,397,708.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway*	1,316,641.75	803,000.00	513,641.75
Structure	160,198.50	99,000.00	61,198.50
	$1,486,840.25	$908,000.00	$578,840.25
*Roadway (Project Agreement)	$ 759,585.64	$469,000.00	$290,585.64
Partial Viaducts (PS&E)	557,056.11	334,000.00	223,056.11
Roadway Total	$1,316,641.75	$803,000.00	$513,641.75

Retained in Program Status

Work: Illumination, Traffic Signs and Utilities Adjustments
(Sylvan Water District and West Slope Water District)

Federal Funds: $ 50,000.00

Oregon State Highway Department

Federal Aid
Project No. F-318(6)

WASHINGTON COUNTY LINE-HIGHLANDS INTERCHANGE

SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, May 27, 1960

Type Code P. E.

Preliminary Engineering	All	Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 126+00 to Sta. 175+71.89)(Contract No. 5503)

Clearing and Grubbing	All	Required		$ 23,767.00
Removal of Curbs	1,200	lin. ft.	$ 0.30	360.00
Removal of Concrete Pavement	12,000	sq. yds.	1.00	12,000.00
Removal of Miscellaneous Concrete and Masonry	All	Required		4,000.00
Drainage Excavation, Unclassified	6,900	cu. yds.	5.00	34,500.00
General Excavation, Unclassified	239,000	cu. yds.	0.45	107,550.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.15	495.00
1½-inch Electrical Conduit	400	lin. ft.	1.25	500.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.50	490.00
15-inch Corrugated Metal Pipe	150	lin. ft.	5.00	750.00
18-inch Corrugated Metal Pipe, Protected Invert	110	lin. ft.	5.40	594.00
24-inch Corrugated Metal Pipe, Protected Invert, 12 gage	600	lin. ft.	10.70	6,420.00
12-inch Concrete Pipe	230	lin. ft.	2.20	506.00
18-inch Concrete Pipe	360	lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	80	lin. ft.	9.40	752.00
Extra For Tunneling	50	lin. ft.	85.00	4,250.00
Extra For Pipe Under Pavement	690	lin. ft.	5.00	3,450.00
8-inch Sewer Pipe	3,120	lin. ft.	1.30	4,056.00
12-inch Sewer Pipe	2,640	lin. ft.	2.00	5,280.00
15-inch Sewer Pipe	1,260	lin. ft.	2.80	3,528.00
18-inch Sewer Pipe	410	lin. ft.	3.80	1,558.00
21-inch Sewer Pipe	970	lin. ft.	4.70	4,559.00
24-inch Sewer Pipe	90	lin. ft.	5.50	495.00
36-inch Sewer Pipe	170	lin. ft.	9.00	1,530.00
Class "A" Concrete in Encasement	13	cu. yds.	35.00	455.00
Metal Reinforcement in Encasement	660	lbs.	0.16	105.60
8-inch Metal Drain Pipe	810	lin. ft.	2.20	1,782.00
6-inch Perforated Metal Drain Pipe	1,920	lin. ft.	1.70	3,264.00
8-inch Perforated Metal Drain Pipe	8,000	lin. ft.	2.00	16,000.00
12-inch Perforated Metal Drain Pipe	400	lin. ft.	3.20	1,280.00
Special Backfill in Drain	2,000	cu. yds.	5.00	10,000.00

Concrete Manholes	30	only	$300.00	$ 9,000.00
Drop Manholes	3	only	500.00	1,500.00
Concrete Inlets, Type "GB-1"	40	only	125.00	5,000.00
Concrete Inlets, Type "D"	13	only	125.00	1,625.00
Concrete Curbs	490	cu. yds.	36.00	17,640.00
Concrete Walks and Surfacings	740	sq. yds.	3.25	2,405.00
Concrete in Islands	42	cu. yds.	38.00	1,596.00
Metal Guard Rail	6,000	lin. ft.	2.45	14,700.00
Metal Median Barrier	5,400	lin. ft.	4.10	22,140.00
Salvaging & Reinstalling Guard Rail	800	lin. ft.	1.80	1,440.00
Portable Traffic Barrier	3,000	lin. ft.	4.40	13,200.00
Guide Posts, Type "W-1"	26	only	5.30	137.80
Guide Posts, Type "Y-2"	140	only	6.15	861.00
Guide Posts, Type "Y-3"	2	only	7.50	15.00
Coarse Crushed Material in Base	55,800	tons	2.25	125,550.00
3/4" - 0 Material in Base	7,000	tons	2.65	18,550.00
Sprinkling	1,400	M-gals.	2.50	3,500.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	590	cu. yds.	4.00	2,360.00
RC-3 Asphalt	94	tons	72.00	6,768.00
Class "B" Asphaltic Concrete	13,560	tons	6.50	88,140.00
RS-1 Asphalt	4	tons	55.00	220.00
Extra For Paving Approaches	11	only	28.00	308.00
Asphaltic Concrete Traffic Markers	1,200	lin. ft.	0.70	840.00
Shoring, cribbing, etc. for Walls	All	Required		22,000.00
Structural Excavation for Walls	1,900	cu. yds.	3.00	5,700.00
Excavation Below Elevation Shown for Walls	300	cu. yds.	10.00	3,000.00
Class "A" Concrete in Walls	380	cu. yds.	50.00	19,000.00
Metal Reinforcement in Walls	44,000	lbs.	0.16	7,040.00
				$654,632.40
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Signing (Temporary)	All	Required		5,000.00
Remove Traffic Signals	All	Required		1,500.00
Remove Illumination Poles	All	Required		500.00
Reset Monument Boxes	All	Required		400.00
Seeding and Mulching	All	Required		3,000.00
Horizontal Drains	All	Required		10,000.00
Exploration for Pipes	All	Required		500.00
				$690,532.40

Partial Viaduct #8648 (Sta. 128+00 to Sta. 134+50)(Contract 5533)

Signs, Barricades and Lights	All	Required		$ 1,400.00
Shoring, Cribbing, etc.	All	Required		5,000.00
Structural Excavation	1,800	cu. yds.	$ 3.80	6,840.00
Structural Excavation Below Elevation Shown	150	cu. yds.	3.80	570.00
Special Backfill	160	cu. yds.	5.00	800.00
Furnish Treated Timber Piling	15,331	lin. ft.	1.03	15,790.93
Drive Piles	375	only	33.00	12,375.00

Class "A" Concrete (1,402 cu. yds.)	All Required		$81,616.00
Metal Reinforcement (400,100 lbs.)	All Required		47,212.00
Metal Parapet Railing	650 lin. ft.	$5.00	3,250.00
Portable Traffic Barrier	900 lin. ft.	4.00	3,600.00
			$178,453.93

Partial Viaduct #8649 (Sta. 137+00 to Sta. 143+20)(Contract No. 5533)

Signs, Barricades and Lights	All Required		$ 1,400.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structural Excavation	2,150 cu. yds.	$3.80	8,170.00
Structural Excavation Below Elevation Shown	300 cu. yds.	3.80	1,140.00
Special Backfill	240 cu. yds.	5.00	1,200.00
Furnish Treated Timber Piling	13,920 lin. ft.	1.03	14,337.60
Drive Piles	425 only	33.00	14,025.00
Class "A" Concrete (1,753 cu. yds.)	All Required		98,812.00
Metal Reinforcement (431,100 lbs.)	All Required		50,707.00
Metal Parapet Railing	620 lin. ft.	5.00	3,100.00
8 Inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
6 Inch Standard Steel Pipe	200 lin. ft.	8.00	1,600.00
Portable Traffic Barrier	900 lin. ft.	4.00	3,600.00
			$203,251.60
Flagging (57½% of Contractors Cost)	All Required		1,000.00
	Subtotal Viaducts		$382,705.53

Signing and Illumination

Removal of Existing Sign Installation	All Required (60%)		$ 150.00
120 Foot Sign Bridge	1 only	$13,000.00	13,000.00
Cantilever Sign Structure	1 only	2,950.00	2,950.00
Butterfly Sign Structure Revision	1 only	800.00	800.00
Furnish 8" BP 36# Piling	128 lin. ft.	7.00	896.00
Drive Steel Piles	9 only	85.00	765.00
Metal Sign Posts in Place	All Required (65%)		474.50
Wood Sign Posts in Place	All Required (75%)		2,025.00
Type "A" Signs in Place	1,094 sq. ft.	8.10	8,861.40
Type "C" & "D" Signs in Place	339 sq. ft.	5.25	1,779.75
Type "E" Signs in Place	83 sq. ft.	5.75	477.25
Type "J" Signs in Place	30 sq. ft.	7.00	210.00
Illumination Installation	All Required		20,500.00
			$ 52,888.90

Subtotal	$1,126,126.83
10% Engr. & Cont.	112,612.17
Total	$1,238,739.00

Type Code X721

Sylvan Undercrossing (Sta. 155+19.92)(Contract No. 5503)

Shoring, Cribbing, Etc. for Structure	All Required		$ 5,000.00
Structural Excavation for Structure	2,900 cu. yds.	$2.50	7,250.00
Excavation Below Elevation Shown for Structure	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	6,540 lin. ft.	6.00	39,240.00
Drive Piles	175 only	50.00	8,750.00
Class "A" Concrete in Structure	All Required		55,000.00
Metal Reinforcement in Structure	All Required		25,245.00
Metal Handrail	315 lin. ft.	10.00	3,150.00
	Subtotal		$145,635.00
	10% Engr. & Cont.		14,563.50
	Total		$160,198.50

Length of Roadway	0.942 Mile
Length of Structure	0.000 Mile
Total Length	0.942 Mile
Cost of Roadway per Mile	$1,315,009.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway*	1,238,739.00	756,000.00	482,739.00
Structure	160,198.50	99,000.00	61,198.50
	$1,408,937.50	$861,000.00	$547,937.50
Roadway (Project Agreement)*	$ 759,585.64	$469,000.00	$290,585.64
Partial Viaduct (PS&E)	420,976.08	252,000.00	168,976.08
Signing (PS&E)	58,177.28	35,000.00	23,177.28
	$1,238,739.00	$756,000.00	$482,739.00

Contract No. 5503 8-14-59

RECEIVED AUG 17 1959

FOR FILING

Monthly Transaction No.	For -2 (9-1 7)	te **Oregon**
Project Report No.	U.S., DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **F-318(6)**

F-318(6)

550

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Washington Co. Line to Highland Interchange

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	10-24-58	---
Rights-of-Way		
Construction	5-8-59	0.9
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 929,784	$ 574,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Washington County Line-Highlands Interchange Section, Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Washington County Line-Highlands Interchange Section, Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid
Project No. F-[illegible](6)

[illegible] COUNTY LINE–[illegible] SECTION

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

[illegible], Oregon, July 31, 1939

[illegible] P.E.

Preliminary Engineering	All Required	$	$ 10,000.00

[illegible]
Roadway (Sta. 136+00 to Sta. 175+71.69)(Contract No. [illegible])

Clearing and Grubbing	All	Required	$	$ 23,767.00
Removal of Curbs	1,200	lin. ft.	0.30	360.00
Removal of Concrete Pavement	12,000	sq. yds.	1.00	12,000.00
Removal of Miscellaneous Concrete and Masonry	All	Required		4,000.00
Drainage Excavation, Unclassified	6,900	cu. yds.	5.00	34,500.00
General Excavation, Unclassified	239,000	cu. yds.	0.45	107,550.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.15	495.00
1½-inch Electrical Conduit	400	lin. ft.	1.25	500.00
12-inch Corrugated Metal Pipe	140	lin. ft.	3.50	490.00
18-inch Corrugated Metal Pipe	150	lin. ft.	5.00	750.00
18-inch Corrugated Metal Pipe, Protected Invert	110	lin. ft.	5.40	594.00
24-inch Corrugated Metal Pipe, Protected Invert, 12 Gage	600	lin. ft.	10.70	6,420.00
12-inch Concrete Pipe	230	lin. ft.	2.20	506.00
18-inch Concrete Pipe	360	lin. ft.	4.50	1,620.00
36-inch Concrete Pipe	80	lin. ft.	9.40	752.00
Extra for Tunneling	50	lin. ft.	85.00	4,250.00
Extra for Pipe Under Pavement	690	lin. ft.	5.00	3,450.00
8-inch Sewer Pipe	3,120	lin. ft.	1.30	4,056.00
12-inch Sewer Pipe	2,640	lin. ft.	2.00	5,280.00
15-inch Sewer Pipe	1,260	lin. ft.	2.80	3,528.00
18-inch Sewer Pipe	410	lin. ft.	3.80	1,558.00
21-inch Sewer Pipe	970	lin. ft.	4.70	4,559.00
24-inch Sewer Pipe	90	lin. ft.	5.50	495.00
36-inch Sewer Pipe	170	lin. ft.	9.00	1,530.00
Class "A" Concrete in Encasement	13	cu. yds.	35.00	455.00
Metal Reinforcement in Encasement	660	lbs.	0.16	105.60
8-inch Metal Drain Pipe	810	lin. ft.	2.20	1,782.00
6-inch Perforated Metal Drain Pipe	1,920	lin. ft.	1.70	3,264.00
8-inch Perforated Metal Drain Pipe	8,000	lin. ft.	2.00	16,000.00
12-inch Perforated Metal Drain Pipe	400	lin. ft.	3.20	1,280.00
Special Backfill in Drains	2,000	cu. yds.	5.00	10,000.00

Concrete Manholes	30 only	$300.00	$ 9,000.00
Drop Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type "CG-1"	40 only	125.00	5,000.00
Concrete Inlets, Type "D"	13 only	125.00	1,625.00
Concrete Curbs	490 cu. yds.	36.00	17,640.00
Concrete Walks and Surfacings	740 sq. yds.	3.25	2,405.00
Concrete in Islands	42 cu. yds.	38.00	1,596.00
Metal Guard Rail	6,000 lin. ft.	2.45	14,700.00
Metal Median Barrier	5,400 lin. ft.	4.10	22,140.00
Salvaging and Reinstalling Guard Rail	800 lin. ft.	1.80	1,440.00
Portable Traffic Barrier	3,000 lin. ft.	4.40	13,200.00
Guide Posts, Type "W-1"	26 only	5.30	137.80
Guide Posts, Type "Y-2"	140 only	6.15	861.00
Guide Posts, Type "Y-3"	2 only	7.50	15.00
Coarse Crushed Material in Base	55,800 tons	2.25	125,550.00
3/4" - 0 Material in Base	7,000 tons	2.65	18,550.00
Sprinkling	1,400 M-gal.	2.50	3,500.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	590 cu. yds.	4.00	2,360.00
MC-3 Asphalt	94 tons	72.00	6,768.00
Class "B" Asphaltic Concrete	13,560 tons	6.50	88,140.00
RS-1 Asphalt	4 tons	55.00	220.00
Extra for Paving Approaches	11 only	28.00	308.00
Asphaltic Concrete Traffic Markers	1,200 lin. ft.	0.70	840.00
Shoring, Cribbing, etc. for Walls	All Required		22,000.00
Structural Excavation for Walls	1,900 cu. yds.	3.00	5,700.00
Excavation Below Elevation Shown for Walls	300 cu. yds.	10.00	3,000.00
Class "A" Concrete in Walls	380 cu. yds.	50.00	19,000.00
Metal Reinforcement in Walls	44,000 lbs.	0.16	7,040.00
			$654,632.40
Flagging (57½% of Contractor's Cost)	All Required		15,000.00
Signing (Temporary)	All Required		5,000.00
Remove Traffic Signals	All Required		1,500.00
Remove Illumination Poles	All Required		500.00
Reset Monument Boxes	All Required		400.00
Seeding and Mulching	All Required		3,000.00
Horizontal Drains	All Required		10,000.00
Exploration for Pipes	All Required		500.00
	Subtotal		$690,532.40
	10% Engr. & Cont.		69,053.24
	Total		$759,585.64

Type Code X721

Sylvan Undercrossing (Sta. 155+19.92)(Contract No. 5503)

Shoring, Cribbing, etc. for Structure	All Required	$	$ 5,000.00
Structural Excavation for Structure	2,900 cu. yds.	2.50	7,250.00
Excavation Below Elevation Shown for Structures	200 cu. yds.	10.00	2,000.00

Furnish Steel Piling	6,540 lin. ft.	$6.00	$ 39,240.00
Drive Piles	175 only	50.00	8,750.00
Class "A" Concrete in Structure	All Required		55,000.00
Metal Reinforcement in Structure	All Required		25,245.00
Metal Handrail	315 lin. ft.	10.00	3,150.00
	Subtotal		$145,635.00
	10% Engr. & Cont.		14,563.50
	Total		$160,198.50

Length of Roadway - - - - - - - - 0.942 Mile
Length of 1 Structure - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - 0.942 Mile
Cost of Roadway Per Mile- - - - $806,354.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway	759,585.64	469,000.00	290,585.64
Structure	160,198.50	99,000.00	61,198.50
	$929,784.14	$574,000.00	$355,784.14

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Program Status

Work: Viaducts, illumination, traffic signs and utilities adjustment (Sylvan Water District and West Slope Water District)

Federal Funds: $212,000.00

RECEIVED
JUL 19 1962

FOR FILING

[illegible]

5503

July 19, 1962

Hare, Sturgis & Burdett
Attorneys at Law
Peoples Bank of Oregon Building
Hillsboro, Oregon

Attention: Mr. Francis E. Sturgis

Gentlemen:

Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., was the principal contractor on our Contract #5503 for grading, paving and structure on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

This contract was awarded June 24, 1959 and was accepted by the State Highway Commission as complete on December 8, 1961.

The contract includes the overpass structure at Sylvan Junction, mentioned in your letter of July 18.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

DAVID G. FROST

July 18, 1962

State Highway Department
Salem
Oregon

Gentlemen:

In November of 1960, Canyon Road, now part of State Highway No. 8, was reconstructed to provide for an overpass at the Sylvan Junction. I am interested in ascertaining the name of the contractor who performed the work on the overpass. I would appreciate it very much if your record construction department could supply me with the contractor's name.

Peter Kiewit Sons Co.

Thanking you very kindly, I remain,

Very truly yours,

Francis E. Sturgis
FRANCIS E. STURGIS

FES:rl

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JUL 19 1962
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

5503

February 2, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5503, awarded to Peter Kiewit Sons' Co., for grading-paving-structure on the Washington County Line-Highlands Interchange Section of Sunset Highway in Multnomah County.

This contract was completed on October 12, 1961, and was accepted by the Highway Commission on December 8, 1961. Final payment in the amount of $28,303.36 will be released to the contractor on or after February 9, 1962. The total contract amount is $962,113.13, of which amount $18,667.75 represents force account items.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

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5503

December 26, 1961

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co., on contract #5503 for grading-paving-structure on the Washington County Line-Highlands Interchange Section of Sunset Highway in Multnomah County.

This payment, in the amount of $3,508.15, will be released to the contractor on or after January 2, 1962. The retained percentage is $28,303.36.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

FORM CD-131

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, Acting State Highway Engineer
Salem, Oregon

DATE: December 6, 1961

file

5503 G G Polk

FROM : G. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project F-318(6) and U-318(4)
Signing, Highlands Interchange

Your letter of December 5, 1961 requested our concurrence in a modification of the signing on Highlands Interchange. This modification is planned to help overcome a bad traffic condition created by the Highlands Interchange on ramp merging with the three through traffic lanes at a point where the main roadway narrows to two through lanes eastbound. This condition will be alleviated when future projects extend the six lane roadway to its ultimate connection with the westside freeway (I-405).

This office concurs with the proposed change as outlined on a print of T.E.D - S 48 attached to your letter.

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Crandall
Edwards
Young

[illegible]

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 1, 1961

Section Washington Co. Line-Highlands Interchange

Kind of work Structure, Grading and Paving

Highway Sunset County Multnomah

Section prefix 26-1029

Contractor Peter Kiewit Sons' Company

Contract number 5503

Date of contract June 24, 1959

Specified work days 220

Date work started June 5, 1959

Work days used 198

Project authorization $1,081.112.94

Exclusive of engineering $ 981,112.94

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 993,745.34

Estimated per cent overrun 3.86 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $100,000.00

Engineering cost to date $ 129,110.00, 129.1 %

Date project was completed October 12, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was submitted to the division office on Thursday, November 30, 1961.

No further weekly reports will be submitted.

Project was completed on October 12, 1961.

NOTED

BK CB

Signed

Address P.O. Box 4699, Sellwood Sta. Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.94	0.94	-	0.94	0.94
Miles partially completed	0	0	-	0	0
Miles completed	0.94	0.94	-	0.94	0.94
Total estimated quantities (contract)	239,000	62,800 T	-	98 T	13,560 T
Total quantities corrected to date	220,363	88,300 T	-	38.46 T	18,639.82 T
Estimated quantities moved or placed to date	220,363	88,300 T	-	38.46 T	18,639.82 T
Average daily quantities	0	0	-	0	0
Average daily quantities necessary to complete project on time	0	0	-	0	0
Number shifts per day	0	0	-	0	0
Hours per shift	0	0	-	0	0
Average force on project for week	0	0	-	0	0

Men	0
Supervision	0
Men and trucks under 3 tons	0
Men and trucks over 3 tons	0
Men and tractors	0

Equipment used during week: Shovels 0, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 0

Compressors 0, Bulldozers 0, Compaction rollers 0, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Clear		
Saturday			

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5503

November 22, 1961

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Company a portion of the funds heretofore retained by the Commission on Contract No. 5503, for grading, paving and structure on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

This payment, in the amount of $17,920.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $28,194.86. The present payment will be released on or after ~~November 30,~~ DEC. 4, 1961.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: James K. Wellman, Agent
The Aetna Casualty & Surety Co.
Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Washington

RECEIVED
OCT 26 1961
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5503

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 12, 1961, on Contract No. 5503, Washington County Line-Highlands Interchange Section, in Multnomah County, in connection with Federal Aid Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

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APR 27 1961
FOR FILING

F-318(6)

5503

April 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering slide removal and repair on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary to remove and repair a slide area on the "WB" line. The slide occurred after the fill had been completed according to plans and specifications. Stabilization of the area with rock will be required to hold the roadway.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
Enclosure

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-318 (6)
5503

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 7, 1961

Sylvan Water District Inc.
2035 S. W. 58th Avenue
Portland 1, Oregon

Attention: Jack Willis
Superintendent

Re: Water Main Revisions
Washington County Line-
Highlands Interchange Section
Sunset Highway

Gentlemen:

Your letter of February 28, 1961, addressed to Mr. W. C. Williams, in which you request payment in the amount of $14,893.14 for the moving of certain of your facilities, has been referred to me for reply.

It is my understanding that all of these facilities were located within highway right of way. It is the Highway Commission's position that when facilities are located on highway right of way and highway construction requires that they be moved, that the utility must bear the entire cost of the movement and relocation.

In your letter you mention that the West Slope Water District was reimbursed for the changes that it made in its system. Whatever arrangements, if any, that were made with West Slope Water District, would have no bearing in this case in any event.

Therefore, unless you can show us that your facilities were located on private property, I will have no choice but to deny your claim of $14,893.14.

Very truly yours,

L. I. LINDAS
Chief Counsel

GVS:dc
cc: Forrest Cooper
Tom Edwards
R. L. Porter
C. H. Maison

NOTED

RECEIVED
MAR 8 1961
OFFICE OF
[illegible] ENGINEER

PLEASE RETURN TO
FORREST COOPER

SYLVAN WATER DISTRICT
INCORPORATED
2035 S.W. 58TH AVENUE
PORTLAND 1, OREGON

February 28, 1961

Contract 5503

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Center and Capitol Streets
Salem, Oregon

Dear Mr. Williams:

We are writing you with reference to our unpaid bill amounting to $14,893.14, which was submitted to Mr. Loyd P. Shaw, on June 20, 1960, to cover the cost of removing and replacing water service at Sylvan, on Canyon Road.

Our estimate, which was submitted to Mr. Shaw on May 11, 1959, amounted to $10,642.00. Our actual expenditure was $24,843.25. Allowing for depreciation and taking a fair adjustment for improving the system, we requested the State Highway Commission to reimburse us in the amount of $14,893.14. We feel that we are entitled to reimbursement for the expenses necessitated by the changes in Canyon Road, inasmuch as West Slope Water District has received payment, and their trunk line was enlarged and merely moved to get it off Canyon Road. In our case it was necessary to cut the line crossing Canyon Road at Sylvan, remove and replace twice, and also replace much of our servicing and meter lines which would have ended up in the middle of Canyon Road underneath the pavement.

We would very much appreciate receiving payment for the portion of the expense incurred that we feel we have justly allocated to the State Highway Department.

Yours very truly,

Jack Willis, Superintendent
SYLVAN WATER DISTRICT

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Mr. Williams

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-318(6)

5503

NOTED
W. C. WILLIAMS

February 8, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Subject: Final Voucher No. 6
Washington County Line-
Highland Interchange
Section
Sunset Highway
Washington County
Project No. U-318(5)

Dear Sir:

This letter is in reply to your Statement of Items for Administrative Review dated February 1, 1961.

The citations of incidental expense clearly are ineligible under current clarifying memoranda.

No protest is offered.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

F-318 (6)

5503

December 19, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering slide correction and removal on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

It is necessary to remove slide material and make correction of slopes along Canyon Court. The slopes are to be stabilized with rock. Due to the emergency nature of the work it has been started.

The B.P.R. Area Engineer has verbally recommended approval of this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure
DBP:cr

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DEC 19 1960
FOR FILING
7-311(6)
5503

Salem, Oregon
December 16, 1960

Washington Co. Line-
Highlands Interchange
Sunset Highway
Multnomah County
Contract No. 5503

Mr. Lowell A. Johnston
Resident Highway Engineer

This is to advise you that at its meeting December 12, 1960, the Highway Commission approved an increase of $107,799.61 in project authorization on the subject contract.

The new authorization for construction is $1,081,112.94. This amount should be used in all future reports.

R. L. Porter
Office Engineer

cc: Lloyd Shaw

DBP:jb

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DEC 6 - 1960
FOR FILING
7-319 (6)
5503

December 5, 1960

Oregon State Highway Commission

Gentlemen:

It has become apparent that the Washington County Line-Highlands Interchange Section of the Sunset Highway, Contract No. 5503, will overrun the project authorization $107,799.61. This represents an overrun of 11.[illegible] percent.

Traffic volumes of approximately [illegible],000 vehicles per day on this road resulted in an extremely critical traffic handling problem. The contractor, much to his credit and to the benefit of the State, elected to proceed the work continuously and diligently. This resulted in the necessity of putting greater depths of surfacing on detours and temporary traffic handling roads than would have been necessary had the weather been dry. Bus stops, road connections, and road approaches had to be adequately cared for, all of which required additional expenditure. Additional traffic signalizations also were necessary.

Due to the difficult problems encountered on this project, it was believed that the contract would require the summer seasons of 1960 and 1961 to complete the project. A great benefit will be realized by the public's use of the project approximately one year earlier than anticipated. We recommend therefore that the project authorization be increased $107,799.61 from $[illegible] to $[illegible].

This matter will be on the agenda for your consideration at the December 12-13 meeting.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Maison

TE:jw fn

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1960

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway
Contract No. 5503

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Report of Overrun of Project Authorization on this project requesting an increase in the project authorization of $107,799.61 from $973.313.33 to $1,081,112.94. This represents an increase of 11.08 per cent. Included with the report is a complete breakdown of all overruns and underruns prepared by the resident engineer.

The main reasons for this overrun are listed below:

1. Coarse crushed base overran 20,200 tons due to the necessity of placing said material under adverse conditions during the fall of 1959 and 1960. As the subgrade was extremely wet and made of saturated clay materials, rock depths had to be increased. In addition, several detour patterns and bus stops requiring the use of unplanned base rock were added to the project.

2. Class "B" Asphaltic Concrete overran 4,000 tons due to three reasons:

(a) The net quantity set up in the contract was 2,000 tons less than the net actually called for by the plans.

(b) Patching work necessary to accommodate heavy traffic, additional detours required, and bus stops and road approaches added resulted in an overrun of 700 tons.

(c) An additional 1,600 tons was required to cover old P.C.C. pavement due to changes in alignment which required extensive patching of the old pavement.

3. Engineering overran, as it usually does in the Metropolitan area, due to necessary redesign work, line and grade changes, and the complicated surveying necessary to accomplish the many detour patterns required.

The arithmetic supporting the request is listed below:

ITEM	OVERRUN
Coarse Crushed Base	$ 45,450.00
Class "B" Asphaltic Concrete	26,000.00
Algebraic sum of all other bid items	20,737.70
Approved work orders	72,866.85
Overruns of work orders	5,365.49
Engineering	30,786.61
* State Force Order to Sylvan Water Dist.	5,250.50
** Allowance for future contingencies	5,175.00
Subtotal	$211,632.15
Less Contingencies Authorized	38,932.54
Less Anticipated additional items	64,900.00
Anticipated Overrun	$107,799.61

* The State Force Order is in Legal being evaluated whether payment or not will be made.

** We anticipate a line change on the frontage road between 58th and 61st Street ("CC" Line) will cost about $7,600.

Much of the overrun listed above is the result of a decision made and successfully executed to open the section to travel in 1960 instead of the scheduled 1961. The benefit of being able to accomplish this maneuver, which involves some 25,000 vehicles per day, is uncalculatable; however, we believe it is considerable by itself and that the overrun, while large, is fully justified.

It is therefore recommended that the project authorization be increased to $1,081,112.94.

A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

By FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

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DEC 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Sheet 1 of 3

Washington Co. Line-Highlands Interchange
Sunset Highway
Prefix No. 26-1029
Contract No. 5503

Breakdown of Report on Over-run of Project Authorization:

Contract Amount:	$ 800,267.40

This is total of contract items only as shown on original authorization.

Over-run of Major Items:

Item No. 47,	Coarse crushed mat'l in base	$45,450.00	
" " 53,	Class "B" Asphaltic concrete	26,060.00	
" " 67,	Class "A" Concrete in structure	1,568.64	
" " 68,	Metal reinforcement in structure	475.69	
	Sub-total Major Items	+ $73,554.33	$73,554.33

Over-run of Minor Items:

Item No. 10,	12" corrugated metal pipe	672.00
" " 11,	18" " " "	630.00
" " 13,	24" " " ", Protected Invert	149.80
" " 14,	12" concrete pipe	66.00
" " 15,	18" concrete pipe	679.50
" " 17,	Extra for tunneling	595.00
" " 22,	18" concrete pipe, sewer	1,102.00
" " 25,	36" sewer pipe	2,286.00
" " 27,	12" perforated metal drain pipe	1,920.00
" " 32,	Special backfill in drains	2,500.00
" " 42,	Salvaging & reinstalling guard rail	360.00
" " 45,	Portable traffic barrier	1,320.00
" " 44,	Guide Posts, type W#1	222.60
" " 48,	$\frac{3}{4}$"-0" material in base	7,950.00
" " 58,	Structural Excavation for walls	2,175.00
" " 60,	Class "A" concrete in walls	8,791.50
" " 61,	Metal reinforcement in walls	3,166.67
" " 63,	Structural excavation for structure	152.50
" " 64,	Exc. below elev. shown for structure	140.00
	Sub-total Minor Items	+ $34,878.57

Under-run of Minor Items:

Item No. 12,	18" corr. metal pipe, protected invert	97.20
" " 16,	36" concrete pipe	752.00
" " 18,	Extra for pipe under pavement	2,200.00
" " 19,	8" sewer pipe	1,300.00
" " 23,	21" sewer pipe	1,034.00
" " 26,	Class "A" concrete in encasements	252.00
" " 28,	8" metal drain pipe	1,342.00
" " 49,	Sprinkling	2,250.00
" " 51,	$\frac{3}{4}$"-0" mat'l in binder course	1,560.00
" " 52,	RC-3 Asphalt	4,608.00
" " 59,	Excavation below elev. shown for walls	850.00
	Sub-total under-run items	- $16,245.20

continued-

Breakdown of report continued:

Algebraic total minor items	+ $12,633.37	
Total Over-run Contract Items:		+ $92,187.70

Approved Work Orders:

E.WO. NO. 1, Flagging	$ 15,000.00	
E.W.O. No. 2, Pedestrian sidewalk	450.00	
E.W.O. No. 3, Directional Signing	2,500.00	
E.W.O. No. 5, Exploration for pipes	500.00	
E.W.O. No. 6, Reset monument boxes	400.00	
E.W.O. No. 7, Excavate between "A" & "L" lines	1,000.00	
E.W.O. No. 8, Additional clearing	600.00	
E.W.O. No. 9, Install septic tank	1,000.00	
P.A. No. 1, Increased cost of shoring & cribbing	3,400.00	
P.A. No. 2, Furnish & place pit run quarry rock	7,620.00	
P.A. No. 3, Pit run quarry rock behind ret. walls	2,791.80	
P.A. No. 4, Unsalvaged 12" cast iron water pipe	727.52	
P.A. No. 5, Pit run quarry rock for bridge abut.	3,740.00	
P.A. No. 6, Furnish & place pit run quarry rock.	5,080.00	
S.F.O. No.1, Temp. signals & signing Acc't # 274	7,500.00	
S.F.O. No.2, Seeding & mulching, Acc't #224,238	1,750.00	
S.F.O. No.3, Adjust utilities, Acc't # 285	18,807.53	
Total approved work orders	$ 72, 866.85	$ 72,866.85

Major Work Orders Over-run:

P.A. No. 2, Furnish & place pit run quarry rock	$ 8,488.68
P.A. No. 6, Furnish & place pit run quarry rock	1,270.00
S.F.O. No. 1, Temp. Signals & Signing, Acc't.#274	2,000.00
Total Major Work Orders Over-run	$11,758.68

Major Work Orders Under-run:

E.W.O. No. 1, Flagging	$ 9,000.00
Total Major Work Orders Under-run	$ 9,000.00

Minor Work Orders Over-run:

E.W.O. No. 2, Pedestrian sidewalk	$ 112.55
E.W.O. No. 3, Directional Signing	2,500.00
E.W.O. No. 7, Excav. between "A" & "L" lines	229.18
P.A. No. 5, Pit run quarry rock for bridge abut.	110.00
Total Minor Wprk Orders Over-run	$2,951.73

Minor Work Orders Under-run:

E.W.O. No. 8, Additional clearing	$ 44.92	
E.W.O. No. 9, Install Septic Tank	3.00.00	
Total Minor Work Orders Under-run	$ 344.92	
Algebraic Total All Work Orders		+ $ 5,365.49

Continued:

Breakdown of Report Continued:

Expected Over-run of Engineering Authorization:

Total Authorization	$69,213.39
Expected Over-run	30,786.61

Cost not included above:

S.F.O. #285 - Payment to Sylvan Water District for moving water mains.	5,250.50

Allowance for future contingencies:

4½% of work remaining	5,175.00
Total Cost	$1,081,112.94

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1960

Form No. E-373—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

7-319 767

Project Name	Washington Co. Line-Highlands Interchange	Date	November 28, 1960
Highway	Sunset	Contract No.	5503
County	Multnomah	Kind of Work	Grading, Paving & Structure
5503		Contractor	Peter Kiewit Sons' Co.

Contract Amount $ 800,267.40

Expected over-runs and under-runs in contract items:

Major items, itemized:

Item	Quantity	Unit Price	Amount
47, Coarse Crushed Material in Base	20,200 Tons	$2.25	$45,450.00
53, Class "B" Asphaltic Concrete	4,000 Tons	$6.50	26,000.00
67, Class "A" Concrete in Structure	Lump Sum		1,628.64
68, Metal Reinforcement in Structure	Lump Sum		475.69

Minor items, unitemized algebraic total $18,633.37

Subtotal $ 92,187.70

Approved work orders (Price, extra work and state force orders) $ 72,866.85

Expected over-runs and under-runs in work orders:

Major items, itemized:

Item	Amount
EWO #1, Flagging (State Share)	-$9,000.00
PA #2, Furnish & Place Pit Run Quarry Rock	8,488.68
PA #6, Furnish & Place Pit Run Quarry Rock	1,270.00
SFO #1, Temporary Signals & Signing (Acct. #274)	2,000.00

Minor items, unitemized algebraic total 2,606.81

Subtotal $ 5,365.49

Authorization for engineering $ 69,213.39

Expected over-run ~~or under-run~~ of engineering authorization $ 30,786.61

Costs not included above (explain) SFO Acct. 285, Payment to Sylvan Water District $ 5,250.50

Allowance for future contingencies (4% % of work remaining) $ 5,175.00

Credits to come from transfers and deductions $ None

Present estimate of project cost $1,081,112.94

Brief Statement of principal causes of over-run: The principal cause of the overrun of coarse base and ¾"-0 material in base was due to placing rock during the wet weather in the fall of 1959 in order to complete detours around the site of the Sylvan overcrossing structure so that this structure could be built during the winter of 1959-60. By completing the overcrossing structure during the winter the contractor was able to finish the major portion of the "L" line during 1960, so that traffic could be routed over it during

(continued on back)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 973,313.33
Present estimate of project cost	$ 1,081,112.94
Expected over-run (Amount)	$ 107,799.61
Expected over-run (per cent)	11.08%

Space to right of this line is for use of Salem office.

Submitted by: Lowell A. Johnston Resident Engineer

Confirmed by: A.V. Benedict Assistant Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy ~~or Assistant~~ State Highway Engineer

State Printing 86719

the winter of 1960-61. A considerable portion of the surfacing was done in the late fall of both 1959 and 1960, and in order to stabilize the wet subgrade it was necessary to use considerably more pit run rock and base surfacing material than was set up in the contract. Subgrade was cut low and additional base rock used. Also, additional rock was used for each additional traffic shift, and for bus stops, as explained for asphaltic concrete.

The overrun of 4,000 tons in Class "B" asphaltic concrete was due to several factors, as follows:

1. Probably because of a last-minute line change, the net estimate for asphaltic concrete was 2,000 tons low for the schedule of operations indicated by the plans and specifications.
2. This section of highway carries an average of 25,000 cars daily, and in order to carry this heavy traffic load properly it was necessary to construct detours for several shifts in the traffic pattern in addition to those set out in the original schedule of operations. It was necessary to repave portions of the "A" and "B" lines in order to provide a satisfactory travel surface during the winter of 1959-60. It was also necessary to construct a temporary detour around the haul road structure at "B" line station 13+50 so the structure could be removed. Two bus stops were added to the project, one on the "A" line and one on the "B" line. It was also necessary to construct a number of road approaches called for by right of way agreements. These extra detours, bus stops, etc., required approximately 700 tons of asphaltic concrete.
3. The typical sections showed a minimum of 1½ inches of asphaltic concrete over existing P.C. concrete pavement. Due to a last-minute realignment, it was necessary to re-lay a grade to clear the high points of the old concrete pavement, with very little 1½ inch depth remaining. This affected the estimate between stations 126 and 143 and between stations 163 and 175 and accounted for 1,600 tons of asphaltic concrete.

The increased cost of engineering was due in part to the fact that considerable redesigning was required on the project. Practically all of the grade lines on the plans had to be revised, as well as the alignment changes on the "CC" line and redesigning of both of the retaining walls along the south side of the highway east of the Sylvan overcrossing. This project was started in the spring of 1959, and it is apparent that it will not be completed until the spring or summer of 1961. This will require engineering work on the project for a period of over two years, and as work has progressed almost continuously over this period of time it has been necessary to spend more for engineering than was set up in the original authorization.

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FOR FILING

7-318 (L)

5503

November 22, 1960

Mr. Edward F. Brady
Post Office Box 1531
Portland 7, Oregon

Dear Mr. Brady:

Since I wrote to you on November 7, we have studied the matter of the revision of our "CC" Line at the Sylvan Interchange in order to eliminate some of the objectionable features which you pointed out in our present construction.

We have arrived at a decision and I am asking Mr. Lloyd Shaw, our Metropolitan Engineer, to call on you and explain the remedial action which we have in mind.

Again, I wish to thank you for your interest in matters pertaining to public safety.

Very truly yours,

W. C. Williams
State Highway Engineer

BY

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Richard F. Miller
Sylvan Park, Inc.
724 S. W. Burnside
Portland, Oregon

Mr. H. F. Ong
1417 S. W. 10th Avenue
Portland, Oregon

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. Lloyd Shaw

LHY:fp fn

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5503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1960

SUBJECT: "CC" Line Revision
Washington Co. Line-Highlands
Interchange Section
Contract No. 5503

To:

Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your recent submission of three plans for revision of the "CC" Line at the Sylvan Interchange. Plan 1 is approved herewith. Please make arrangements with the contractor to do this work.

Mr. Baker, Utilities Liaison Engineer, will immediately contact the power company and arrange for moving of the two power poles.

In addition to this, will you please contact Mr. Edward F. Brady and explain to him our plan. A letter is being directed advising him that you will make such explanation.

The Bureau has indicated participation in this work subject to justification.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
R. L. Porter

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File with Current

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 17, 1960

SUBJECT Water Main Revisions Washington
County Line Highlands Interchange
Section Sunset Highway

To: L. H. Young
Assistant Contract Engineer
Office

We are returning the bill from the Sylvan Water District for revision of their facilities which were necessary due to the construction on the subject job.

We questioned the propriety of this billing since we failed to find the normal approvals required for reimbursement of utilities. We eventually found a memorandum to file from Forrest Cooper dated June 2, 1959, in which he stated that he had informed J. Barbee that the Water District would have to be told that they would have to move their facilities at their expense. A continued search finally uncovered a file in the Right of Way Section of the Legal Division which contained a letter from Leonard Lindas to the Sylvan Water District dated June 9, 1959, which informed them that since their facilities were installed on the original right of way under Highway Department permits that it would be required, under the terms of these permits, to move the facilities at their own expense. In view of this, we cannot approve the bill for payment.

There is, in the file in Right of Way and also in the correspondence attached to the bill you submitted to us, an indication that the Metropolitan Engineers' Office may not have been informed of this decision and that they may have indicated that the Highway Department would participate in certain of the costs of moving the facilities.

The Right of Way file referred to was in their "General Miscellaneous" which apparently covers subject which they are unable to otherwise identify.

D B Taylor
D. B. Taylor
Assistant Auditor

lg

Enclosures

cc: R. L. Porter

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FOR FILING
7-318(6)

5503

November 7, 1960

1861

Mr. Edward F. Brady
Post Office Box 1531
Portland 7, Oregon

Dear Mr. Brady:

Since receipt of your letter dated October 25, in which you raise objection to certain construction details on the Sunset Highway project at Sylvan, you have been in personal contact with Highway Department personnel. Through a chance meeting October 28 at Sylvan, you were able to outline your thinking to Messrs. Edwards, Glaboe, Shaw, and Benedict, who were making an inspection tour of the project.

A study of possible remedial action is now being made, and a decision on what type and the extent of work which may be done will be forthcoming soon. Our Portland office will contact you and explain the action to be taken.

Your interest and concern in matters pertaining to public safety is appreciated, and if there is further need for discussion of highway matters in the Portland area it is suggested that you contact the Metropolitan Engineer, Lloyd P. Shaw, whose mailing address is P. O. Box 4899, Portland 2. Mr. Shaw will be glad to confer with you at your convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. Lloyd Shaw

Dr. H. F. Ong
1417 S. W. 10th Avenue, Portland

Mr. Richard F. Miller
Sylvan Park, Inc.
724 S. W. Burnside
Portland, Oregon

DR. H. F. ONG
Physician and Surgeon
710-11 OREGONIAN BUILDING
PORTLAND 5, OREGON

REFERRED TO
Cooper
By State Highway Engineer

1417 S. W. 10th Ave.
Nov. 2, 1960

Oregon State Highway Department
Salem, Oregon

Attention Mr. W. C. Williams

Gentlemen:

This letter is to call your attention to the hazard which has been created at the top of the hill, on the access road leading from S. W. 61st Drive to Skyline Blvd. (Sylvan district in Portland, Ore.)

Yesterday morning, while driving east on this road, a car going west made a sudden turn to keep out of the ditch on the blind curve at the top of this hill and nearly caused me to have a head on collision. The only thing preventing it was that I, being aware of the hazard at this point, was driving on the outer edge of the road and only traveling about ten miles an hour.

This access road is destined to be a busy thoroughfare. An apartment and residential district with about fifty units, in addition to a business building, shopping center etc. is being developed west of S.W. 61st Drive. A large amount of traffic is developing on 61st Drive, and additional travel will be occasioned by construction of at least a hundred homes as soon as the required sewage system is available.

FN see me

A driveway should be constructed along the edge of this hill, in addition to the one over it. In the meantime, the hazardous ditch located at the top of this hill, should be filled in and paved over to the dirt line.

Adding to this hazard, is the fact that Sylvan is one of the most foggy areas in this vicinity.

Very truly yours,
H. F. Ong
H. F. Ong
res. 1801 S.W. 61st Dr.
(mailing address) 1417 S. W. 10th Ave.
Portland 1, Oregon

PRACTICE BEFORE THE:
INTERSTATE COMMERCE COMMISSION
FEDERAL MARITIME BOARD
OREGON PUBLIC UTILITIES COMMISSION

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

EDWARD F. BRADY
215 SYLVAN BUILDING
2035 S. W. 58TH AVENUE
PORTLAND 1, OREGON
CAPITOL 8-3542

MAILING ADDRESS
P. O. BOX 1531
PORTLAND 7, OREGON

REFERRED TO
Cooper
by State Highway Engineer

FORREST COOPER

REFERRED TO
W C Williams
BY SECRETARY

November 1, 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Thank you for your letter of October 26, 1960 regarding the present condition of Southwest Canyon Court from Skyline Boulevard to S.W. 61st Drive at Sylvan.

Have personally conferred, on the site, with your Mr. Tom Edwards and Mr. L. P. Shaw, who requested further information on two points: how the suggested improvement would affect the proposed Sylvan Heights building program and the Sylvan school.

We requested the management of the new Sylvan Heights project to give you direct, detailed information as to the number of tenants, number of permanently employed persons, estimated overall cost, starting date and all other pertinent information. This they have agreed to do.

I have spoken with the Principal of the Sylvan School as to the past, present and future use by school busses of 58th south of the school.

He explained that all Sylvan school students residing south of Canyon Road are picked up and delivered by busses which load and unload on the school grounds and move in and out via Montgomery Street and Skyline Boulevard.

While the Principal has no authority to speak for the Sylvan School Board, he stated that he personally knew of no reason why it would be detrimental to his school if S.W. 58th were dead-ended 50 feet north from its present end on S. W. Canyon Court.

We trust this is the information your representatives desired but if anything further would be helpful please feel free to call on us.

Very truly yours,

E. F. Brady

Edward F. Brady

EFB:em

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STATE HIGHWAY COMMISSION

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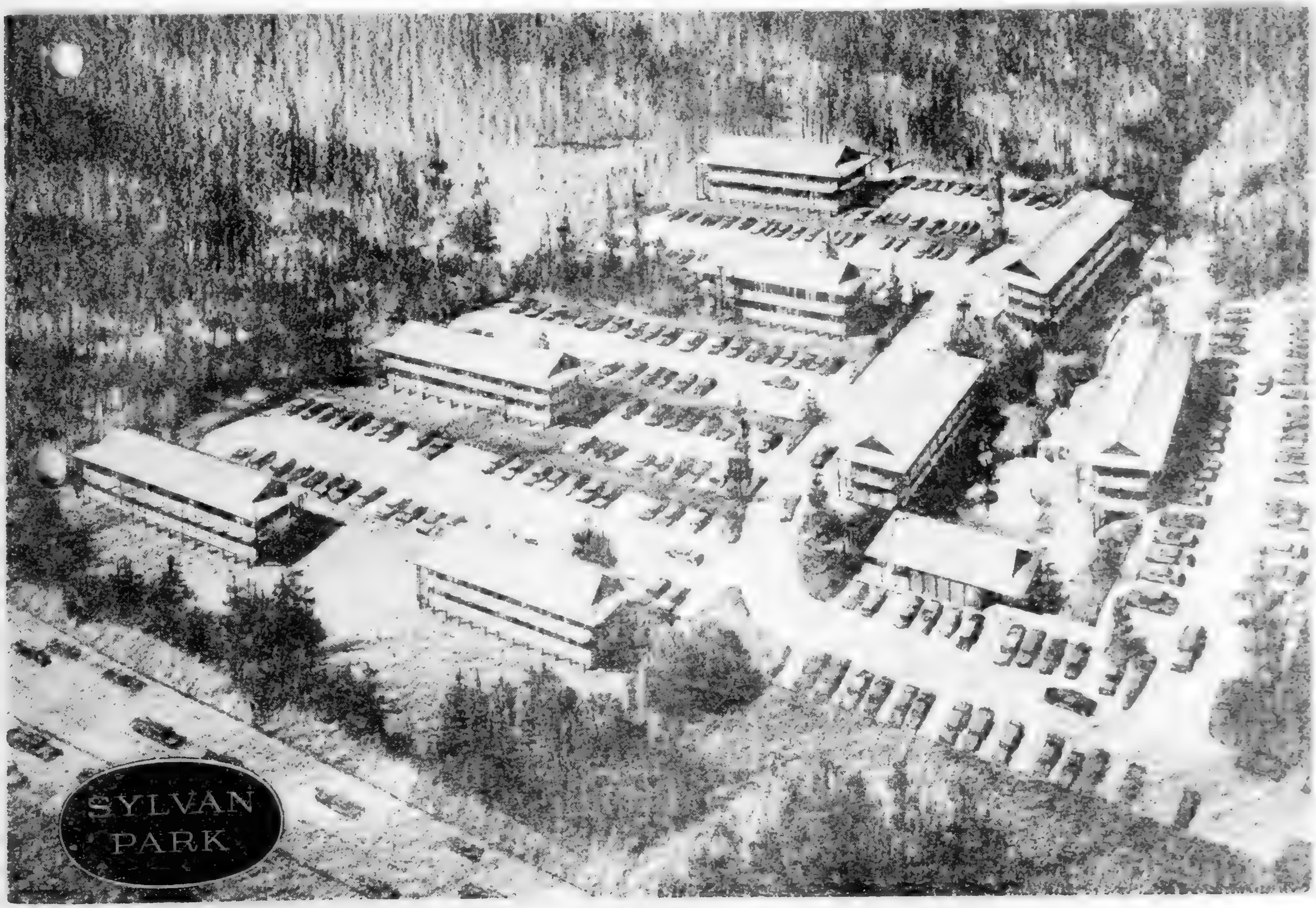
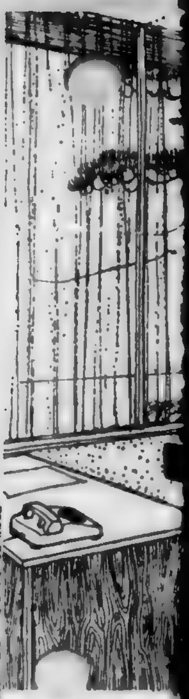
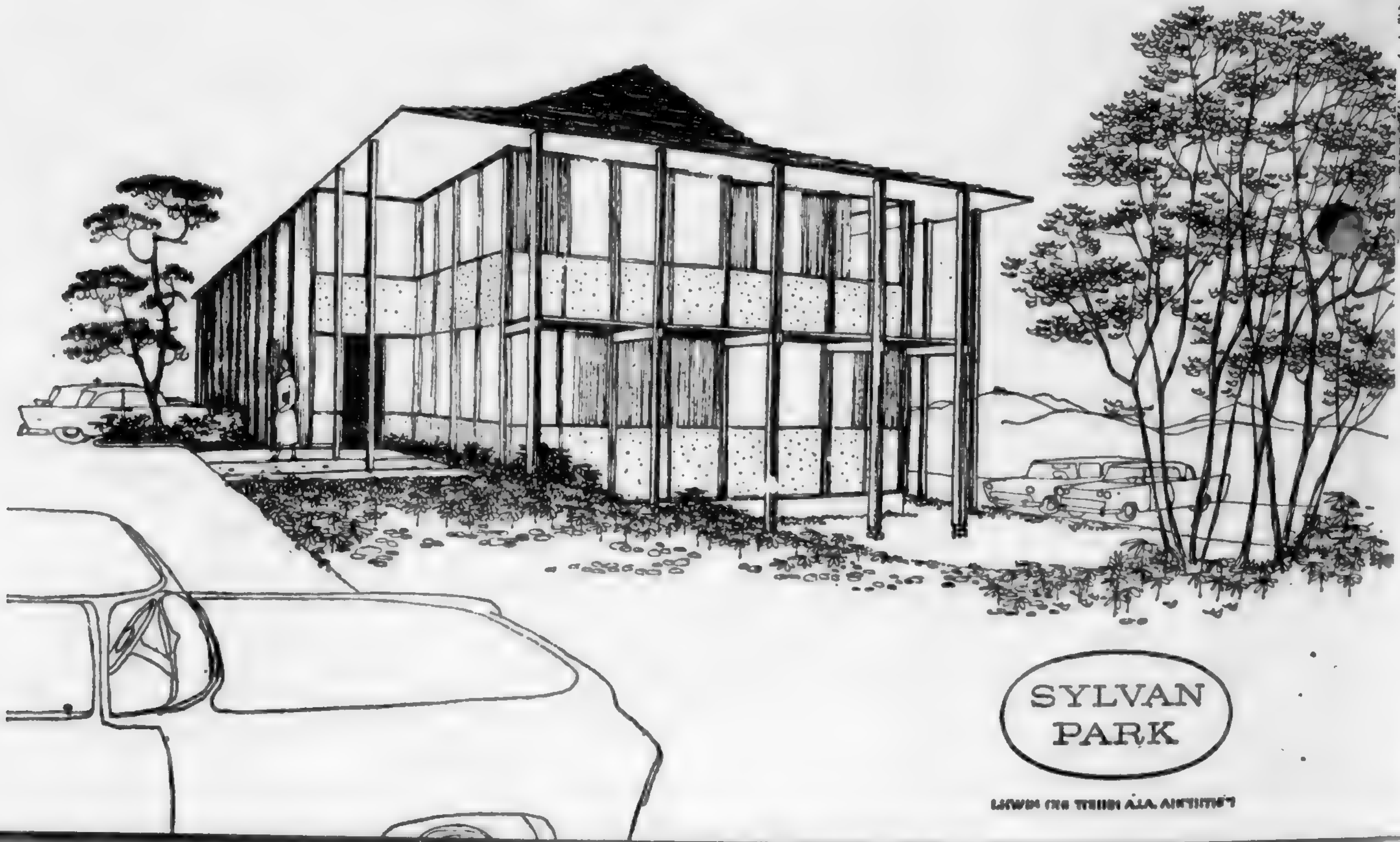

SYLVAN
PARK

Here is SYLVAN PARK, *a new concept of a way-of-work. Casual, campus-like in arrangement, completely modern architecturally, this imaginative, self-contained office development creates an easy, distinctive working environment for discriminating business and professional people and their staffs.*

Contrast these gracious wood-tone buildings, indigenous to their Sylvan setting high in the West Hills of Portland, with the harsh steel and glass office towers crowding the busy city core. Here is an almost prodigal use of space to provide generous parking. Lovely landscaped areas feature waterfalls, reflection pools, subtle outdoor lighting and interesting walks and decks. Here are exciting views and vistas in a protected location only minutes from the heart of Portland or any part of the fast growing Willamette Valley. Here is a distinguished business address.





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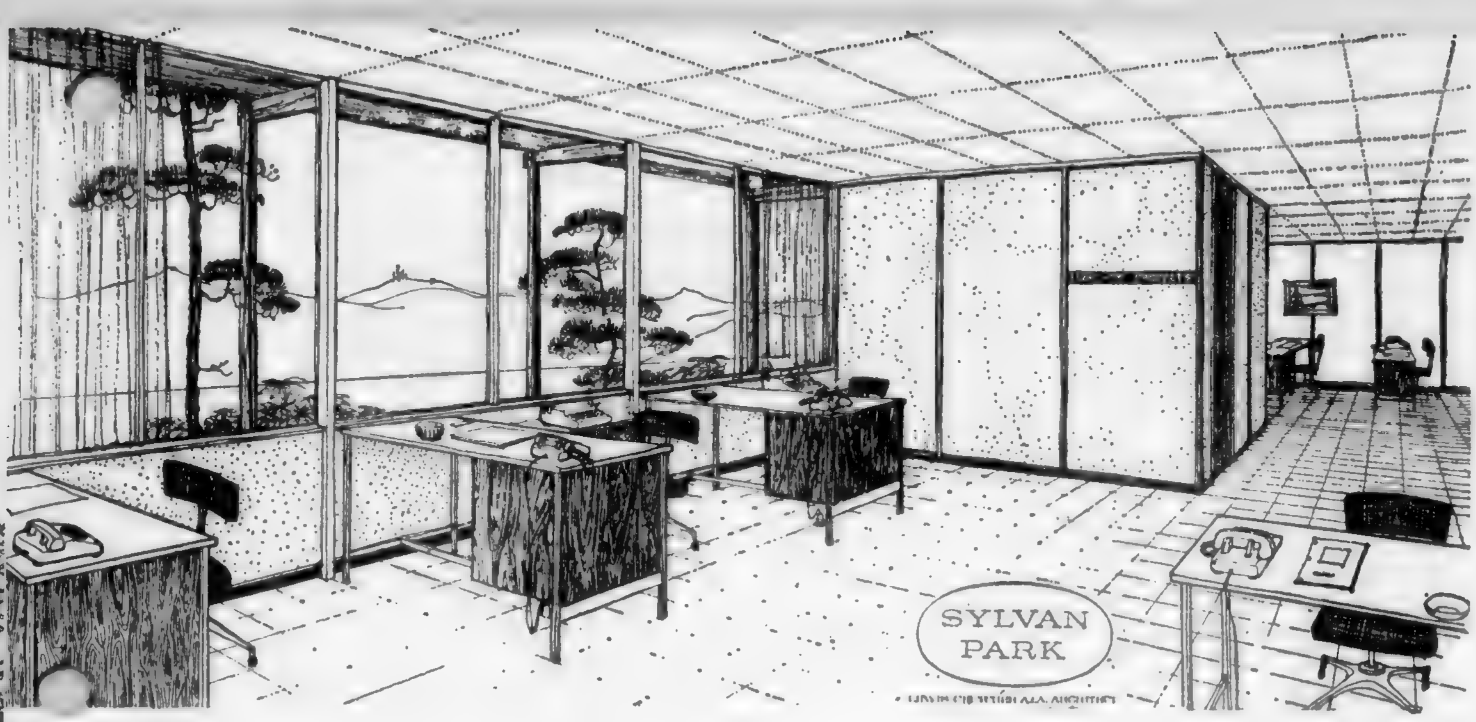
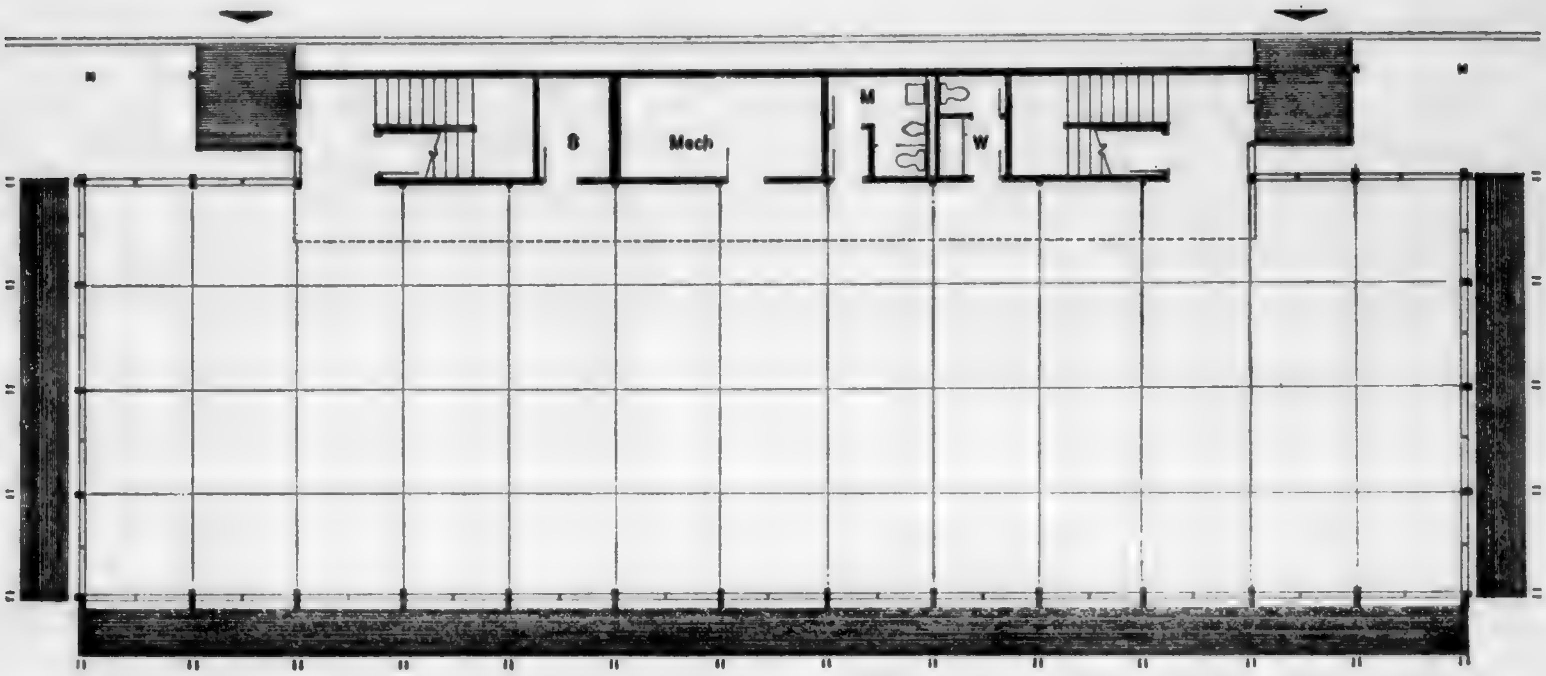


SYLVAN PARK *has eight two-story office buildings, completely air conditioned, light conditioned and sound conditioned. Another centrally located building houses a coffee shop, personal service facilities and auditorium and conference rooms available to tenants for sales meetings, banquets and similar uses. Also available is an answering service, a secretarial pool and bookkeeping services for those businesses which do not hire such full time personnel.*

Each floor has four thousand square feet of clear-span area, and basement storage is provided in each building. Partitions are truly moveable, on a four foot module, insuring intelligent, flexible use of space for each tenant. Our architect will assist in planning the division of space, and for your immediate convenience a typical floor plan is reproduced on the back page. We invite your inquiries.

SYLVAN PARK *is on Sunset Highway at the intersection of Canyon Road. Access is from the new traffic interchange at Sylvan.*



Floor Plan—Each Square Represents 64 Square Feet

Leasing Agents: **E. H. Boly and Son, Realtors**
724 West Burnside • Phone CApitol 6-6786

REFERRED TO
Cooper
By State Highway Engineer

FORREST COOPER

October 31, 1960

Oregon State Highway Commission
Salem,Oregon

Gentlemen:

I refer to a letter written to you October 25, 1960 by Mr. Edward F. Brady. Mr. Brady, a long time resident of the Sylvan area, outlines in his letter extremely hazardous conditions which you have created in constructing the secondary access road connecting Skyline Blvd. with S. W. 61st Drive and the new SYLVAN PARK suburban office development just West of 61st Drive.

My concern, as one of the owners and developers of SYLVAN PARK is for the safety of the tenants there who will use the access road as the only access for the development. SYLVAN PARK, when completed, will comprise a fifteen-acre campus of suburban offices. Parking for four hundred cars will be provided for the initial grouping of nine buildings, and additional buildings can add another four or five hundred cars. Many of the tenants will travel the secondary road constantly during the day.

I support Mr. Brady's criticism of the hazardous conditions existing on this secondary road, and speaking for the SYLVAN PARK developers, request that the situation be corrected.

Yours very truly,

Richard F. Miller
For
SYLVAN PARK, INC.
724 W. Burnside
Portland 5, Oregon

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OREGON
STATE HIGHWAY COMMISSION

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October 26, 1960

Mr. Edward F. Brady
215 Sylvan Building
P. O. Box 1531
Portland 7, Oregon

Dear Mr. Brady:

In this morning's mail we received your letter of October 25 calling attention to a hazardous condition which you state has been created on the secondary road connecting Skyline Boulevard with 61st Drive. This condition apparently is in connection with the construction on the Sylvan Section of the Sunset Highway.

So that the conditions mentioned in your letter may have proper investigation, your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for such action as may be necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: W. C. Williams

PRACTICE BEFORE THE:
INTERSTATE COMMERCE COMMISSION
FEDERAL MARITIME BOARD
OREGON PUBLIC UTILITIES COMMISSION

FREIGHT TRAFFIC MANAGER
AND CONSULTANT

EDWARD F. BRADY
215 SYLVAN BUILDING
2035 S. W. 58TH AVENUE
PORTLAND 1, OREGON
CAPITOL 8-3542

MAILING ADDRESS
P. O. BOX 1531
PORTLAND 7, OREGON

October 25, 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Note by the papers you will, on October 25, 1960, formally open the Sylvan Section of the Sunset Highway, leaving the impression to the public that the job there is satisfactorily done.

As a resident of the Sylvan area for 15 years, including winters, wish to call your attention to the "Sexton Mountain" situation you have created on the secondary road connecting Skyline Boulevard with 61st Drive and dead-ending farther west.

You seem to have gone out of your way to make the highest point at Sylvan a most dangerous spot -- a steep grade from the east -- a vicious curve at the top -- another steep curved grade westward -- all on a road where no such situation existed before.

In discussing the matter with the Multnomah County Sheriff's office, am informed 10 cars have already gone into the ditch. I personally saw two last Sunday night between 5:00 p.m. and 8:00 p.m.

The least bit of fog, (your nice new curve is where we get the most of it), a little ice or a few snowflakes, and your new road will be impassable without expensive maintenance.

This road now carries a relatively small traffic load but there are four new homes being constructed in the area and the new office building, costing over $2,000,000.00 will soon be started at the west end.

Will you therefore please consider this an application to have this situation corrected before the job is considered complete or someone is killed because, as on Sexton Mountain, you were too late.

Respectfully yours,

E. F. Brady

Edward F. Brady
Office: Sylvan Building
Home: 6140 S.W. Mill St.

EFB:em

Sexton Mountain lies just north of Grants Pass on Hwy. 99 and they made a curve at the top, with no banking. Remember, -- their football team won the State Championship at Portland and was going home to a grand reception at the City Hall. Some of the boys never did get home, -- the bus missed the curve! It was fixed too late!

CC to Mr. Richard Fagan
The Oregon Journal
Portland, Oregon

COPY

1417 S. W. 10th Ave.
Oct. 24, 1960

State Highway Department
9200 S.E.McLoughlin Blvd.
Portland, Oregon

Gentlemen:

In the road construction at Sylvan, a point of material hazard has developed near the east end of the access road which extends from S. W. 61st Drive to Skyline Blvd. There is a curve at the top of this short bank which is very deceptive and dangerous, and to the layman it would appear that the ditch on the north side of the road at this point should be filled.

This letter is to call the attention of your department to this hazard.

Very truly yours,

Signed- H. F. Ong

Residence 1801 S. W. 61st Drive

(Mailing address) 1417 S.W. 10th Ave.
Portland 1, Oregon

Copy to Sylvan Maintenance Station
2131 S.W.Scholls Ferry Road

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KLABOE

BARRING INFORESEEN DIFFICULTIES SUNSET HIGHWAY SECTION AY SYKVAN, CONTRACT 5503, WILL BE OPEN TO TRAFFIC 10:00 AM TUESDAY, OCTOBER 25.

LLOYD F SHAW

Personnel has been notified by Shaw. May not have all the top A.C. but have until the completed. This establishes the planned final traffic pattern on the

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STATE HIGHWAY ENGINEER

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KLABOE

BARRING UNFORESEEN DIFFICULTIES SUNSET HIGHWAY SECTION AT SYLVAN, CONTRACT 5503, WILL BE OPEN TO TRAFFIC 10:00 AM TUESDAY, OCTOBER 25.

LLOYD F SHAW
SH

Personnel has been notified by Shaw. May not have all the top A.C. but base will be completed. This establishes the planned final traffic pattern.

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NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 16, 1960

SUBJECT: Rehabilitation of Canyon Court
Washington Co. Line-Highlands
Interchange
Sunset Highway
Contract: 5503
Prefix: 26-1029

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

As a follow-up of Mr. Williams' letter to Paul C. Northrop, County Roadmaster, Multnomah County, under date of August 23rd, Shaw, Rear, and L. A. Johnston of the State met with Howard Huget and Paul Northrop, Multnomah County, September 6, 1960.

Mr. Northrop was chiefly concerned with the lack of clean-up and damage done to pavement and drainage on Canyon Court adjacent to the subject project. A good many of the items to which he objected were part of the projects which are still under construction and involve clean-up and installation of further drainage facilities.

Without reference to the account charges will be made (contract or extra work), the following general procedure was outlined and agreed to:

The State will police up both shoulder areas of Canyon Court, removing a collection of mud and debris which, in part, has been bladed onto the road from the shoulder areas and, where necessary, will provide rock for a narrow shoulder. Mr. Northrop indicated that about two-feet width is all that would be demanded.

On the matter of drainage, the existing ditch would be abolished and replaced with pipes of a suitable size and the pipe backfilled and sloped in a proper manner. An asphalt gutter will be constructed from approximately Station 137+50 to 143+25. This gutter will pick up drainage from downspouts on the partial viaducts and from one inlet beyond the viaduct limits, the latter due to a change in drainage pattern from the original shown on the plan. The State is to provide two inlets in addition to those shown on the plan--one, at approximately 137+50; the other, at 143+25. The State will construct a curb along the southerly edge of the pavement on Canyon Court from approximate Station 130+31 to Station 133. This curb

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Klabre

CC: Williams

CONSTRUCTION DIVISION
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will retain a slope which at present meets or overlaps the edges of the Canyon Court pavement. The ditch along the north side of Canyon Court is to be cleaned and restored to operating efficiency.

The State will construct a retaining wall from Station 134 to 134+55 to retain slopes which at present catch on the pavement of Canyon Court at an index of 1 and 3/8:1.

The State will repair the pavement of Canyon Court where broken by contractor's equipment and will provide a seal coat through the area to obliterate chips and marks caused by cleated tracks used during construction.

The State will maintain the section of Canyon Court adjacent to the recent construction (partial viaducts and Kiewit grading job) through the winter of 1960-61 insofar as earth slides, paving surface, and drainage are concerned. Failure of any of these items will be repaired and brought to serviceable condition. This is not to include snow removal or sanding operations during ice periods.

Several of the items mentioned above are being cared for under regular contract procedure. The remaining items are requested as Extra Work Orders, which have been made up and submitted.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/lh
cc: Lowell Johnston
Robert Shotwell

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Office of
STATE HIGHWAY ENGINEER

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5503

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the installation of septic tank and drain field on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

The septic tank and drain field of the State Highway Maintenance Department was covered by the fill on the connection from "B" Line to S.W. Scholls Ferry Road. Two copies of the sketch showing the original installation and the correction are attached.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1960

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway

To:
MEMO TO THE FILES

For the past week or so, we have been having a great deal of difficulty on this project obtaining suitable coarse base material from the contractor. The major difficulty has been in a slight shortage of material passing the ¼-inch screen. This shortage amounts to generally 2 to 4 per cent.

The contractor has gone to considerable expense attempting to bring up the ¼"-0 portion of the material being produced. He has been so far unsuccessful. Consultation between experts in the field of rock crushing have conferred with this commercial producer and have informed him that to meet the standards required by the Oregon State Highway Department, he would have to add 20 to $30,000 worth of equipment to his plant. The commercial carrier has indicated that he is not in position to purchase this additional equipment.

Division Engineer Shaw has commented as follows: The material being produced is clean, has good abraison and is a good type rock superior to many of the other rock materials produced in the area. It is setting up excellently on the road and providing a good, dense, well compacted surface. In view of these facts, Bureau of Public Roads representative Schwiesow was contacted and requested to allow us to accept this slightly below standard material. After all, the main thing is to get the best quality material on the road possible. Mr. Schwiesow has stated that he would okay said material if properdocumentation were made. A reduction in price for the unit bid was discussed by thought uncalled for.

Mr. Shaw is therefore allowed to accept the slightly substandard coarse base rock but is to watch it carefully and accept not material that would be detrimental to the work itself and to maintain the ¼"-0 material as high as possible.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp
So C. G. Polk
Forrest Cooper
Lloyd Shaw
G. W. Harra

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FOR FILING

7-318 (c)

5503

August 23, 1960

Mr. Paul C. Northrop
County Roadmaster of Multnomah County
2115 S. E. Morrison Street
Portland 15, Oregon

Dear Sir:

Reference is made to your letter of August 11 concerning the encroachment by us upon S. W. Canyon Court under the Washington County Line-Highlands Interchange Section of the Sunset Highway, Contracts No. 5503 and No. 5533. Our Assistant Metropolitan Engineer, Mr. A. V. Benedict, met with Mr Howard Huget and Mr. A. L. Smock, of your office, on August 17. Mr. Benedict states that we have done considerably more work in this area than allowed in our agreement with you and that this work has undoubtedly injured your facility. We sincerely regret instances of this type.

Mr. Lloyd Shaw, or his Assistant, has been instructed to contact you and go over the situation item by item and make such corrections as will be required to remedy the damage already incurred and to prevent further damage to this facility. You will be contacted in the very near future.

I am extremely sorry for our action and assure you we will make restitution.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw
Mr. C. G. Swenson

FBK:fp er

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 18, 1960

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway
Contracts: 5503 and 5533
Prefix: 26-1029 and 26-1033

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Fred Klaboe

This is in reply to your letter of August 16, 1960, assignment #31-K, regarding Mr. Paul C. Northrup's complaints about encroachment by us upon S. W. Canyon Court and his concern about drainage. I am attaching a copy of a memo to files which gives a rundown of our meeting with Mr. Huget yesterday.

It appears that we entered into an agreement with Multnomah County on March 30, 1959, then promptly revised our plans without amending the agreement with Multnomah County. Mr. Northrup probably has a well-founded claim on the encroachment, but it appears to me that this would need to be the subject of negotiations to be conducted by the County-City Relations Engineer. Mr. Huget reports that Mr. Northrup is quite disturbed about the matter.

Other items covered in the complaint are explained in the memo to the files. I trust that this correspondence and the recommendations indicated in the memo will serve as an answer to your letter.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/lh
Encl.
cc: Ivan Merchant
Lowell Johnston
Robert Shotwell

CONSTRUCTION DIVISION
RECEIVED
AUG 19 1960
NOTED-- ☐☐☐☐☐
CE ACE ACE CDE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
August 17, 1960

To: Memo to the Files

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway
Contract No. 5503 - 5533

At 2:00 P.M., this date, Bruce Boyd and myself met with Mr. Howard Huget and Mr. A. L. Shook of the Multnomah County Roadmaster's office on Canyon Court.

Mr. Huget stated that the County Roadmaster's office was very unhappy about the State's handling of this project and made no secret of their intention to turn the road over to the State Highway Department permanently for maintenance. Mr. Huget states that the agreement which the County Commissioners signed contains no indication that either structure was to overhang Canyon Court, or that the County's gravity wall was to be interfered with in any way. In searching their files they find no correspondence indicating our intention to alter these plans.

Our copy of the agreement shows plans conforming to our grading plans. In checking the copy from Division 1 files we find it shows plans supporting Mr. Huget's statement. Mr. Broadwell's weekly reports indicate that during the week the agreement was signed our crews were doing field work on a revised line.

Mr. Huget's complaints are as follows:

1. Overhang of Canyon Court as above.

2. Cutting of concrete gravity wall for columns without County's consent.

3. Damage to and cracking of gravity wall. The wall was supported through last winter by struts.

4. Drainage conditions caused by running deck drainage from the structure through holes cut in the gravity wall and terminating above the Canyon Court pavement on the high side of the super.

5. Encroachment of fills onto the Canyon Court pavement between Stations 129 and 133 + 50 and at Station 134 ±.

6. Damage to pavement, curbs, etc., by contractor's equipment.

7. General plugging of drainage by contractor, covering of pipes, inlets, etc.

Recommendations:

a. Pick up deck drains on west partial viaduct by placing corrugated metal pipe in slope behind columns and divert water into storm sewer system.

b. Pick up drainage from perforated drains buried in slopes and protruding from slopes. (Most of these were in existence before present construction.)

c. Observe gravity wall through the coming winter for signs of distress. Bridge deck may dry up slopes sufficiently to avoid further trouble.

d. Realign Canyon Court between Stations 129 and 133 to move away from slope. Pave gutter on highway side to catch slope drainage.

e. Build 50 - 60 ft. of wall at Station 134 to retain fill at corner of bridge.

f. Inspect pipes and inlets for proper functioning and any alterations, etc., not the responsibility of the contractor.

Contractor will be required to clean pavement and ditches, clean up debris, etc., before acceptance of his project.

A. V. Benedict
Assistant Metropolitan Engineer

AVB/lh
cc: Tom Edwards
I. D. Merchant
L. A. Johnston
R. E. Shotwell

8-18-60--
Further inspection indicates that a paved gutter on Canyon Court would pick up the water from the deck drains in lieu of the corrugated metal pipe indicated in "a" above.

Salem, Oregon
August 16, 1960

Washington Co. Line-Highlands
Interchange Section
Sunset Highway

Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Enclosed find a copy of a letter from Mr. F. C. Northrup, Roadmaster, Multnomah County, concerning an encroachment by us upon S. W. Canyon Court.

Mr. Northrup is rightly concerned with a matter of drainage in this area. He requests immediate attention to the drainage problem and that a complete explanation be furnished him so that it may be submitted to the Board of County Commissioners. This matter must be expedited.

Please therefore make the immediate investigation required and forward your findings and recommendations to this office for transmittal to the Multnomah County Commissioners.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S E MORRISON
PORTLAND 14, OREGON
CA 7-8441

August 11, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Upon reviewing the construction taking place on the Washington County Line-Highlands Interchange Section of the Sunset Highway, we noted discrepancies in the final construction as opposed to that set forth in the Agreement entered into March 30, 1959 between the State Highway Department and Multnomah County; e.g., the State is encroaching upon S.W. Canyon Court with their structure and there is a question as to the manner in which some of the drainage is to be handled.

A search of our files has failed to reveal any request from the State Highway Department for permission to make these changes - or that we ever were advised the changes were being made on this section as it effects County roads.

In view of these circumstances, we request that this matter be given your immediate attention and a complete explanation furnished us so that we may submit it to the Board of County Commissioners who are quite critical of this action.

WCW

Yours very truly,

P. C. NORTHROP
Roadmaster

cc Edw.
Expedite

PCN:eb

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STATE HIGHWAY COMMISSION

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Dan + R/P Reply

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AUG 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

1854

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

NOTED
W. C. WILLIAMS

August 11, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Upon reviewing the construction taking place on the Washington County Line-Highlands Interchange Section of the Sunset Highway, we noted discrepancies in the final construction as opposed to that set forth in the Agreement entered into March 30, 1959 between the State Highway Department and Multnomah County; e.g., the State is encroaching upon S.W. Canyon Court with their structure and there is a question as to the manner in which some of the drainage is to be handled.

A search of our files has failed to reveal any request from the State Highway Department for permission to make these changes - or that we ever were advised the changes were being made on this section as it effects County roads.

WCW

In view of these circumstances, we request that this matter be given your immediate attention and a complete explanation furnished us so that we may submit it to the Board of County Commissioners who are quite critical of this action.

Yours very truly,

P. C. NORTHROP
Roadmaster

cc Edw.
Expedite

PCN:ebs

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AUG 12 1960
OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
[illegible] ENGINEER

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AUG 17 1960
FOR FILING
F-318 (6)

5503

August 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering extra clearing and grubbing on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary to provide additional area for disposal of slide material that cannot be incorporated in the project. Additional area has been purchased for a disposal area and the clearing of a portion of this area, as shown on the accompanying sketch, is proposed.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

A

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AUG 9 - 1960
FOR FILING

F-318(6)

5503

Salem, Oregon
August 9, 1960

Mr. F. B. Klaboe

You may be interested in the reaction from the letter you drafted, dated August 2, concerning traffic on the Canyon Road Section.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

ALLOY WELDING SUPPLY, INC.
2300 N. W. THURMAN · PORTLAND 10, OREGON

CA 8-5003
CA 8-4838

ARCOS

WE SPECIALIZE IN
STAINLESS AND HARD FACING ALLOYS
COMPLETE TORCH AND GAUGE REPAIRS

August 4, 1960

State Highway Dept.
Salem, Oregon

Att: G. S. Paxson

Dear Sir:

Regarding your letter of August 2, 1960 wherein you state, " the small hardships imposed on citizens traveling this route", let me say to you, these have been compounded so many times it is like the case of the mosquitoe, 2 or 3 don't bother but large numbers over an exceedingly long period of time do, and all were not mosquitoes.

Your traffic Engineer Mr. Weller evidently does not drive to and from work on Canyon Road each day, and put up with the endless inconveniences that have existed over the past 2 years. If you have only 2 complaints in the past 6 months, you are very fortunate.

I still maintain that this project has been poorly handled, and if you would like a list of poeple in my area that feel the same way, just say the word.

The Lakadaisical attitude taken regarding letters such as mine, only reflects your attitude on the entirety.

In your last paragraph you state, "we will continue to keep the inconvenience to the public at a minimum", might I be so bold as to ask when do you intend to start.

Yours very truly,

Ted Vislisel
Ted Vislisel

RECEIVED
AUG 5 1960
OREGON
STATE HIGHWAY COMMISSION

August 2, 1960

Mr. Ted Vislisel
3665 S. W. [illegible]8th
Portland, Oregon

Dear Sir:

Reference is made to your recent letter addressed to the Oregon State Highway Department concerning the condition of the highway in the vicinity of Sylvan on the Washington County Line-Highlands Interchange Section contract.

We are extremely perturbed over your allegations that the work has been ill-handled without consideration of the traveling public. This has been one of the most difficult and complicated traffic-management problems that the State Highway Department has encountered. We have gone to great expense in installing detours, temporary bridge structures, signs, and traffic lights in order to as much as possible alleviate the difficulties.

I am certain that you understand that the construction of any highway anywhere imposes hardships on the traveling public. We considered closing the entire Canyon Road on both sides of the construction project and detouring traffic over other roads and streets. We believed that this method would impose more hardships on the traveling public than the pattern eventually evolved and used. We feel very satisfied with the results and believe that, when the project is finished some time this fall, the small hardships imposed upon the citizens traveling this route during the construction will be rewarded with a new, much better facility which will handle traffic far better than it has been handled before.

The Portland City Traffic Engineer, Mr. William Weller, (when asked for his opinion of the handling of traffic through this construction area) made the following observation: "My personal observation of the Sylvan project has led me to believe that it was ably handled by both engineering and contracting forces. In the past six months only two complaints have entered this office, which, considering the volume of traffic involved, is a negligible number of complaints."

We will continue to take all possible measures to eliminate hazards as they become apparent, and we will continue to keep the inconvenience to the public at a minimum.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Forrest Cooper (with file)
Mr. Tom Edwards
Mr. Lloyd Shaw

FBK:fp jw ae

PLEASE RETURN TO
FORREST COOPER

July 25, 1960
3665 S. W. 78
Portland, Oregon

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

For the past two years the residents of the West Slope area, myself included, have been forced to contend with a constant series of detours, chuck holes, flag men, dust and all the rest that goes along with the Peter Kiewitt Contract at the top of Cannon road in the Sylvan area.

I realize that work such as this cannot be done over night but, I'm quite certain that this job has not been done in any record time. I also feel that your Safety Engineers have been extremely lax regarding this same project, some of the rough areas on this road top have a tendency to throw the traffic from one lane into the other, constituting a definite hazard to property and life, and for the past several months no visible attempt has been made to correct this situation.

I have been a home owner and taxpayer in the West Slope area for the past 19 years, and my personal feelings are, that these constant traffic tie-ups and the hazardous road conditions that prevail are not necessary, and that the residents of this area are being treated like the well known Country Cousin. If something is not done to alleviate this situation you are going to have some serious accidents in this area.

I also intend to write to the local newspapers and Senators regarding a poor situation, that has gone on too long.

Yours very truly,

Ted Vislisel

Ted Vislisel

RECEIVED
JUL 26 1960
OREGON
STATE HIGHWAY COMMISSION

cc: 9200 S.E. McLoughlin Blvd.
Portland, Oregon

RECEIVED
JUL 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30 5OM 7-59 22394
MAY 6 - 1960

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 5, 1960
Salem, Oregon

SUBJECT: Reimbursement of West Slope Water District in connection with work at Sylvan Interchange

To: Mr. Forrest Cooper
Deputy Highway Engineer

OFFICE

There is forwarded herewith a copy of a letter I received this date from Robert L. Recken, attorney, representing the West Slope Water District, relative to the above matter.

I would appreciate your thinking on this, particularly as to the matter of arbitration, so that I might answer his letter.

L Lindas
L. I. LINDAS
Chief Counsel

LIL:dc

Attachment

Edw

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1960
LEGAL DEPT.

LAW OFFICES OF
ROBERT L. RECKEN
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9467

ASSOCIATES
A. B. SCHALLHORN
CALVIN H. LUETJEN

L. A. RECKEN 1913-1955

May 4, 1960

Mr. L. I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

Re: Reimbursement of West Slope Water District
in connection with work at Sylvan Interchange

Dear Leonard:

I have your letter of May 3, 1960, and will discuss it with the Board of Commissioners of the West Slope Water District at their May meeting. As I read the voucher, it is not necessarily a release of all claims, but it does include the words "that the foregoing account is correct and just". I would like to have your opinion as to whether a submission of the voucher in the amount of $18,807.53 would preclude the West Slope Water District from making an additional claim for $727.52, and perhaps getting an adjudication as to who was responsible for the continued use of the 12 inch water main. The district would probably be willing to submit the matter to arbitration if the Highway Commission would be willing to do so. The Board actually feels that the delay at Sylvan was not due to the fault of the district and will probably want to have some sort of an independent determination of the question.

I would appreciate it if you would drop me a line and give me your opinion as to whether submitting the voucher in the present form would preclude any future claim for the $727.52.

Yours truly,

Bob

Robert L. Recken

RLR:h

A

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MAY 4 - 1960
FOR FILING
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5503

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1960

Robert L. Recken
Attorney at Law
Public Service Building
Portland 4, Oregon

Re: Reimbursement of West Slope
Water District, in Connection
With Work at Sylvan Interchange

Dear Bob:

In reply to your letter of April 14, 1960, regarding reimbursement of West Slope Water District in connection with work at Sylvan Interchange, I must take exception to your statement that "the question of responsibility for the inability of the contractor to salvage the pipe is unrelated."

The State Highway Commission awarded the contract for highway work which gave the contractor the right to salvage the 12-inch water main which was the property of the Highway Commission. Permission was also given to the West Slope Water District to use this pipe with an expiration date on said use of June 30, 1959. Please see my letter to Mr. Richard Atiyeh dated July 29, 1959.

Inasmuch as the West Slope Water District was using this pipe at the time our contractor could have salvaged same and beyond the expiration time given them for their use of this pipe, and inasmuch as the Highway Commission had assured the contractor that the 12-inch pipe was his for salvage, the Highway Commission was responsible for reimbursing the contractor for loss of salvage. This was agreed on as $727.52.

Members of the West Slope Water District force met with personnel of the State Highway Department and agreed on a plan of operation which would have permitted our contractor to salvage the 12-inch pipe as set forth in the project contract. The West Slope Water District contractor then proceeded to change the plan of operation without prior notification of approval of the State Highway Department to a plan which precluded the salvage of said 12-inch pipe.

In view of the above, I cannot see where the proposed settlement with the West Slope Water District is anything but fair and equitable and I am returning the voucher in the sum of $18,807.53.

Very truly yours,

L. I. LINDAS
Chief Counsel

DJB/LIL/mab
Encl.

cc - W. C. Williams
Forrest Cooper
Tom Edwards
Lloyd Shaw

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Salem, Oregon
April 28, 1960

Reimbursement of
West Slope Water District
Sylvan Interchange

Mr. L. I. Lindas
Chief Counsel
OFFICE

Once again we seem to be having our usual difficulties in connection with settlement of moving some facilities of the West Slope Water District. In this connection, I hand you a copy of a letter from Mr. Robert L. Recken, attorney for the District, and a suggested draft of reply by Mr. Edwards.

As this seems to be heading toward the legal hassle, I suggest that you take it from here. If you would familiarise yourself with this matter (I suggest that you talk to Mr. Klaboe and Mr. Maison) and answer Mr. Recken, with a copy to this office, it might save us future embarrassment.

This District has been very difficult to deal with, as it questions every item and always seems to have the ability to paint us into a corner. We do not wish to compromise.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

LAW OFFICES OF
ROBERT L. RECKEN
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9467

ASSOCIATES
A. B. SCHALLHORN
CALVIN H. LUETJEN

L. A. RECKEN 1913-1955

April 14,
1960

State Highway Department
Salem, Oregon

Re: Reimbursement of West Slope Water
District, in connection with work
at Sylvan Interchange.

Gentlemen:

On behalf of West Slope Water District I am returning to you your voucher No. 734-01-99-1959-61 in the amount of $18,807.53 with the request that the item of $727.52, which was deducted, be restored and that the voucher be in the amount of $19,535.05.

To begin with, the District feels that the question of loss in connection with the inability of the contractor to salvage some cast iron pipe has nothing to do with determining the amount of reimbursement due to West Slope Water District. The amount of reimbursement is being computed o n the basis of actual costs in connection with the relocation. The question of responsibility for the inability of the contractor to salvage the pipe is unrelated. If there is a valid claim for this item of $727.52, West Slope Water District is solvent and it is a responsible municipal corporation, and if it is a responsibility of the District it will be paid. It should not, however, be brought into the question of determining the amount of reimbursement to the West Slope Water District.

The second point I wish to make on behalf of West Slope Water District is that the line originally proposed by the State Highway Department and upon which the amount of reimbursement is based, would have been a line less desirable from the State Highway' Department's point of view. It would have been immediately adjacent to all of the construction work that is being done, and I believe that all parties concerned feel that the location chosen by the West Slope Water District, at additional expense to the West Slope Water District, has benefited the State Highway Department.

Wilson

Finally, I wish to reiterate the position that the District took in its letter of August 6, 1959, to the effect that any delay in the construction of this line, which necessitated the continued use of the 12 inch main was not due to the fault of West Slope Water District. A review of the correspondence indicates that the West

Slope Water District acted in all possible haste in order to get the line installed before the highway construction work was commenced. The actual permission to go ahead was not given by the State Highway Department until July, 1959, and thereafter due to the fact that all possible preliminary work had been completed, the contractor for West Slope Water District was able to proceed rapidly to a completion of the project. The demolition of the store building at Sylvan, which stood across the line proposed by the State Highway Department was not commenced until August 3, 1959. This, and delay in acquiring right-of-way, would have delayed the work even longer had the line proposed by the State Highway Department been followed.

We sincerely believe that the continued use of the 12 inch main was in no way the fault of West Slope Water District. An examination of the correspondence in connection with this matter shows that the District, through its engineer, tried repeatedly to get this matter expedited so that no delay to the highway construction would result. The pipe line contractor, after he was given a go-ahead did his work speedily. For these reasons we ask that you issue a new voucher in the amount of $19,535.05. In order that I make this matter up with the Board at its next meeting I would like to have a reply from you within two weeks.

Yours truly,

Robert L Recken

Robert L. Recken

RLR:em

cc: Mr. Lloyd Shaw
Mr. Carl Green
West Slope Water District
Mr. A. O. DeBenedetto
Mr. Thomas Tweedle
Mr. Richard Atiyeh

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OFFICE OF
STATE HIGHWAY ENGINEER

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STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

CLAIM
STATE HIGHWAY FUND

CLAIM NUMBER

724-01-99--1959-61

West Slope Water District
3105 S. W. 89th. Ave.
Portland 25, Oregon

AMOUNT
$ 18,807.53

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DEPARTMENT BY AUTHORITY OF ORS 366.485 APPROVED FOR PAYMENT AND INCLUDED IN LIST NUMBER

DATE
3/30/60

LIST NUMBER

July 1, - Aug.31, 1959	$ 18,807 53
TOTAL OF CLAIM	$ 18,807 53
AMOUNT ALLOWED	$

DEPARTMENT
PREPARED BY be
CHECKED BY

THE ITEMS SET FORTH IN THIS CLAIM HAVE BEEN INCURRED ON BEHALF OF THE STATE OF OREGON, OREGON STATE HIGHWAY DEPARTMENT

CLAIMS AUDITOR

DEPARTMENT OF STATE
AUDITED AND APPROVED BY
PERIOD COVERED 7/1 - 8/31/59
ITEMS Reloc.Facil.Wash.Co. [illegible]
Interchange Sect,Sunset Hwy,Multnomah Co.

WARRANT NUMBER
ISSUED IN PAYMENT OF THIS CLAIM

AUDITED AND ALLOWED

SECRETARY OF STATE

I, ______________________
(Name)

hereby certify that I am ______ of West Slope Water District;
(If firm or corporation, state capacity in which employed)

that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the service *therein specified* has been rendered *the State of Oregon as stated,*
(Material or service) (Has been furnished or rendered)

that the charge therefor is reasonable, and that no part thereof has been heretofore paid.

PERSON MAKING CERTIFICATION SIGN HERE ➤ ______________________

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5503

April 4, 1960

Andrews & Andrews Equipment
Foot S. W. Gibbs Street
Portland 1, Oregon

Attention: Mr. W. D. Andrews
President

Gentlemen:

This is to acknowledge receipt of your claim letter, dated March 30, informing us that James R. Kane, subcontractor, owes you an amount of $400.32 for equipment rental, which you state is in connection with Peter Kiewit Sons' Co. Contract No. 5503 for grading, paving and structure on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

We have received information this date that your claim was filed in the Secretary of State's office on March 31, 1960, his file No. 3690.

We have made this notation in our contract file and have notified the surety and the contractor regarding the filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
lc

CWH:fp

ANDREWS & ANDREWS EQUIPMENT

CAPITOL 2-4201
FOOT S. W. GIBBS STREET

NIGHT PHONE VANCOUVER OXFORD 3-0842
PORTLAND 1, OREGON

March 30, 1960

CERTIFIED MAIL

Oregon State Highway Commission
State Highway Commission Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Andrews and Andrews Equipment, Foot of S.W. Gibbs Street, Portland, Oregon, has a claim for rental of equipment in the total sum of $400.32, which was furnished to James R. Kane, a sub-contractor, in connection with work performed under State Contract No. 5503 for the grading, paving and structures - Washington County Line - Highland Interchange - Sunset Highway, and which debt was incurred by said sub-contractor from July 27th, 1959 to August 14th, 1959, and the undersigned does hereby assert its claim against the bond taken from Peter Kiewit and Sons and the Aetna Casualty and Surety Company of Hartford, Connecticut covering the State contract above described.

This notice is given pursuant to 279.528 O.R.S.

Yours very truly,

ANDREWS & ANDREWS EQUIPMENT

W. D. Andrews

BY:
W. D. ANDREWS
President

RECEIVED

WDA:cr

CC: Secretary of State
Peter Kiewit and Sons
Aetna Casualty and Surety Company

CONTRACTORS EQUIPMENT - SALES - RENTALS - DAY AND NIGHT SERVICE

1

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APR - 6 1960
FOR FILING

T [illegible](6)

5503

April 4, 1960

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $400.32 which has been filed with the Secretary of State by Andrews & Andrews Equipment for equipment rental furnished to James R. Kane, subcontractor on State Highway Contract No. 5503. This appears to be in connection with Peter Kiewit Sons' Co. Contract 5503 for grading, paving and structure on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
James K. Wellman
Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Wn.

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 30, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Andrews & Andrews Equipment, Foot of S. W. Gibbs Street, Portland 1, Oregon and filed as of this date, a notice of claim by same for rental of equipmemt in the total sum of $400.32, which was furnished to James R. Kane, a sub-contractor, in connection with work performed under State Contract No. 5503 for the grading, paving and structures--Washington County Line-Highland Interchange-Sunset Highway, and which debt was incurred by said sub-contractor from July 27, 1959 to August 14, 1959, and the Andrews and Andrews Equipment does hereby assert its claim against the bond taken from Peter Kiewit and Sons, principal and the Aetna Casualty and Surety Company of Hartford, Connecticut, surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo A Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
4 1960
OREGON
STATE HIGHWAY COMMISSION

ANDREWS & ANDRE

March 30, 1960

Oregon State Highway Commission
State Highway Commission Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Andrews and Andrews Equipment, Foot of S.W. Gibbs Street, Portland, Oregon, has a claim for rental of equipment in the total sum of $400.32, which was furnished to James R. Kane, a sub-contractor, in connection with work performed under State Contract No. 5503 for the grading, paving and structures - Washington County Line - Highland Interchange - Sunset Highway, and which debt was incurred by said sub-contractor from July 27th, 1959 to August 14th, 1959, and the undersigned does hereby assert its claim against the bond taken from Peter Kiewit and Sons and the Aetna Casualty and Surety Company of Hartford, Connecticut covering the State contract above described.

This notice is given pursuant to 279.528 O.R.S.

Yours very truly,

ANDREWS & ANDREWS EQUIPMENT

W. D. Andrews

BY:
W. D. ANDREWS
President

Bill # 3690

FILED
31, 1960
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MAR 31, 1960

WDA:er

CC: Secretary of State
Peter Kiewit and Sons
Aetna Casualty and Surety Company

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1960

SUBJECT: Washington County Line-Highlands
Interchange Section
Sunset Highway

To:

Mr. C. [illegible] Maison
Auditor
BUILDING

Enclosed find, two copies each of various correspondence, estimates, and computation sheets supporting the cost of revamping the West Slope Water District water line on this section. As shown in the correspondence, the water district is entitled to be reimbursed by the State Highway Department for the total amount of $18,807.53, after taking into account the reduction of the original billing in the amount of $727.52. This $727.52 was paid to the prime contractor on this project due to loss of salvage value of an existing state owned pipe. Information contained in the correspondence makes this point very clear.

The State Force Order has been approved by Mr. Cooper and no Bureau of Public Roads participation is involved. Please process the payment to West Slope Water District.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jk

Enclosure

RECEIVED
MAR - 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1960

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway

To: Memo to the Files

The West Slope Water District will soon present bills to the State Highway Department for revamping their water lines in connection with the construction on subject section. An old section of the pipeline which was the property of the State was used by the water district during the revamping operation. We gave permission for its use but placed a deadline of June 30, 1959 as we had set up in our contract that our contractor was to be given the pipe for its salvage value.

The water district did not discontinue use of said pipe by our deadline and the contractor had to construct fills over it. He therefore lost the salvage value we had guaranteed him.

Mr. Lindas on July 29, 1959 notified the water district that we would hold them responsible for loss to the State due to non-compliance with the deadline.

It was subsequently established that a fair settlement to the contractor for loss of the pipe salvage value is $727.52. The division has approved a total reimbursable bill of the water district of $19,535.05. The district should therefore be paid $19,535.05 minus $727.52 or $18,807.53. Supporting estimates, etc. will be forwarded to Mr. Maison in the near future.

Tom Edwards
Construction Engineer

By F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
cc Forrest Cooper
C. H. Maison
R. L. Porter
Lloyd Shaw

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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5503

February 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering excavation to facilitate construction of the partial viaduct on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

In order to construct the partial viaduct, which is under a separate contract, it is necessary to do some excavation, and to provide for traffic detour. The materials to be excavated are wet and cannot be moved with normal equipment. To wait until the work can be done normally, and at reasonable cost, would delay completion of the contract another season.

It is proposed to do the excavation on force account basis and to surface for detouring traffic under contract items in order to allow completion of the viaduct. Copies of the sketch showing the proposed work are attached to the order.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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FOR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 2, 1960

SUBJECT: Washington Co. Line-Highlands
Interchange Section
Sunset Highway

To: MEMO TO THE FILE

Bureau of Public Roads Highway Engineer W. H. Schwiesow has contacted the State with reference to performing approximately 1,500 cubic yards of grading between "L" Line Station 144 and Station 146. This area is an area wherein there exists a conflict between the contractor on this project and the contractor for the viaduct project adjacent. In order to construct said viaduct this grading must be first accomplished. The grading contractor has attempted to remove the necessary excavation using normal excavating methods; however, this earthwork is now too soft due to the recent rains to be handled with normal excavation equipment. Special equipment such as the drag line and trucks will have to be used if the grading is to be performed at this time.

This contractor has, therefore, stated that he expects additional compensation for the work if he is required to do it at this time. The division engineer informs me that by waiting until about June to do the excavation, he could do it by using normal methods; however, if this grading is delayed until June the viaduct contractor would have to shut down his construction until some time after June and the eventual result could be a delay in the completion of this section until the year 1961.

Mr. Schwiesow was therefore requested to approve the handling of this excavation by means of an Extra Work Order in order to expedite the projects. He has indicated Bureau of Public Roads' approval of this method of handling the excavation.

FBKlaboe
F. B. Klaboe
Field Construction Engineer

RECEIVED

FBK:law

cc: Forrest Cooper ✓
Lloyd P. Shaw
C. G. Polk

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1960

SUBJECT: West Slope Water District
Water Main Relocation
Washington County Line-
Highlands Interchange Section
Sunset Highway
Contract No. 5503

To: Mr. Lloyd P. Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your letter of January 15th regarding reimbursement for moving of the West Slope Water District facilities on the subject named job.

In your letter you proposed reimbursement on the basis of an agreement which was executed by the water district but which agreement was never executed by the Highway Commission. However, a letter was directed to the water district by Mr. Lindas on July 2nd advising them to proceed in accordance with this agreement. These two documents then comprise an agreement by correspondence.

The basis of reimbursement set forth in your letter appears quite reasonable and I request that you submit a State Force Order covering this reimbursement. The bills should then be approved by your office and forwarded with the State Force Order after reconciliation has been made with the water district on the basis outlined in your letter.

Your letter of January 18th advises us that the contractor is going to make a claim for loss of salvage on the State-owned 12-inch pipe in the amount of $780. Payment in the amount of $780 to the water district should be withheld until our Legal Department has made a determination as to whether this is chargeable to the district in accordance with Mr. Lindas' letter of July 29th to the West Slope Water District. There is no doubt that the contractor's claim against us for loss of salvage is a valid one and we will have to pay the same. As you are aware, the attorney for the water district answered Mr. Lindas' letter, but I have never had the benefit of your comments upon the objections which he set forth therein to being liable for damages caused by use of the State-owned water main beyond the agreed time limit.

Will you please have the arithmetic on the contractor's claim checked and, if the claim appears reasonable and you recommend payment, forward a price agreement with this purpose in view.

RECEIVED
OFFICE OF
[illegible] ENGINEER

Tom Edwards
Construction Engineer

LHY:jw

By L. Young
L. H. Young
Assistant Construction Engineer

cc Forrest Cooper
Leonard I. Lindas
R. L. Porter
C. H. Maison

RECEIVED
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F-318(6)

5503

December 9, 1959

1469

Mr. Richard W. Sherman
Pacific University
Mac Hall Room 105
Forest Grove, Oregon

Dear Sir:

Reference is made to your letter of November 21 in which you recount your unfortunate experience hitting an unmarked hole in a detour just easterly of Sylvan on the Sunset Highway and damaging your vehicle.

The maintenance of traffic during the construction period on a section such as that in the Sylvan area is an extremely difficult problem. As you know, the traffic volumes are extremely heavy and where substantial changes in grades, alignment, and connections are involved, periods of inconvenience are bound to occur. The maintenance of detours is the responsibility of the contractor, in this instance, the Peter Kiewit Sons' Company. It is our belief that the contractor has done a fairly reasonable job; however, due to the lateness of the season and heavy traffic volumes, some potholes have developed which we have called to the attention of the contractor, as he is responsible for the maintenance of detours and the handling of traffic during the construction period.

In view of the contractor's responsibility, I am sending a copy of this letter to him, along with a copy of your letter. The contractor's insurance company is:

Liberty Mutual Insurance Company
711 S. W. Alder Street
Portland 5, Oregon

Very truly yours,

LHY:fp FC:fn ae

W. C. Williams
State Highway Engineer

cc to: Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw

PLEASE RETURN TO
FORREST COOPER

Pacific University
Mac Hall Room 105
Forest Grove, Ore.
November 21, 1959

State Highway Department
Salem, Oregon

Dear Sirs:

I believe a complaint is in order.

As I was traveling along Canyon Road between Portland and Beaverton and approached the top of the hill before the signal light, I hit a large unmarked hole in the right lane, approximately eight inches in depth. I estimate my speed at between thirty-five and forty miles per hour. The impact ruptured my left front tire and knocked my steering out of line.

I was not the only one to hit the hole, for as I pulled over to the side of the road, I noticed another car, about a'57 Rambler, which had pulled over also. I learned that his name is Chuck O'dell and that his phone number is Atwater 4-3522; he had damaged his steering also. I counted four or five others which hit the hole, but did not stop, apparently alright, or in too much of a hurry to check.

I think it unfair for me to pay damages in the case, since the hole was unmarked and right on the highway; I would like some consideration on this matter.

A quick reply would be greatly appreciated.

Yours truly,

Richard W. Sherman

Richard W. Sherman

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STATE HIGHWAY ENGINEER

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F 318(6)

5-83

When replying, refer to
08-35.4-DA

408 State Highway Bldg.
Salem, Oregon

November 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-318(6)
Washington County Line-Highlands
Interchange
Order for State Force Work-
Seeding and Mulching
Total estimated cost $1,750
Federal Funds $1,080

Dear Sir:

Reference is made to your letter dated October 28, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

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OCT 30 1959

FOR FILING

F318(6)

5503

October 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering exploration for buried pipes on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

It is known that there are culvert pipes on the project, but exact location is not known. In the project authorization there is $500.00 included as an anticipated item to explore for these pipes. It is necessary that they be found.

This work has been verbally approved by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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October 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the protection and safety of traffic and workman.

This order supplements Order for State Force Work No. 1, which covered the first stage of signing only. There will be several stages in the signing due to street closures, detours, etc., as construction progresses and the traffic pattern changes.

This order has been verbally approved by the B.P.R. Area and District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

RECEIVED
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FOR FILING

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5503

A

October 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering resetting monument boxes on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

Due to the new construction and grades, it is necessary to reset monument boxes on the project. This was anticipated and provided for as an extra work item in the special provisions.

This order has been verbally approved by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

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October 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 24-238, covering seeding and mulching on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,750.00, with Federal participation of $1,060.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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F-318(6)

5583

October 14, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Washington County Line-
Highlands Interchange Section
Sunset Highway
Federal Aid Project No.
F-318(6)

ATTENTION: Mr. W. H. Schmiesow

Dear Sir:

In accordance with your recent request for additional information and plans for the revised retaining walls at Station 131 to 137+50 and Station 142+72 to 145+40, I forward herewith such plans and estimate of additional cost.

This change has been occasioned by the fact that the retaining walls as originally designed proved inadequate. The original design was based on erroneous field data. Following set forth is the comparison between the original and the revised structures with the additional cost shown:

	Original	Revised	Additional Quantity	Additional Cost
Structural Excavation	1,700	3,245	1,545	$ 4,635
Class "A" Concrete	341	557	216	10,800
Reinforcing Steel	39,000	68,900	29,900	4,784
Additional Shoring and Cribbing		Price Agreement No. 1		3,400
Total Additional Cost				$23,619

I trust that the above information will be sufficient so that you can approve Price Agreement No. 1 which is for the additional shoring and cribbing required. Also, your approval is requested for the revision as a whole.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

LHY:fp
Enc.
cc P. M. Stephenson
R. L. Porter
Ivan D. Merchant

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SEP 16 1959

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F-318(6)

5503

September 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 5, 1959, on Contract No. 5503, Washington County Line-Highlands Interchange Section, in Multnomah County, in connection with Federal Aid Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

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5503

September 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering construction of a pedestrian walk on the temporary hauling structure on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary for the protection of pedestrians, particularly school children.

There is heavy pedestrian traffic at the Sylvan Interchange. As part of the construction detour plan the hauling structure is to be constructed between the "L" and "B" Lines. The walk will be constructed on the west side of the structure. The use will be controlled by the walk-wait signals installed at the intersection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

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FORM E-30X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 1, 1959

SUBJECT: Washington Co. Line-
Highlands Interchange Section
Northwest Natural Gas Line
Permit

To: Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

The plan as submitted by Northwest Natural Gas Company for a proposed pipeline along the Sunset Highway is not objectionable. The proposed line is outside the access control line between the east end of the project at Station 170+70, and is 10 feet or more from the edge of the through lanes westerly from Station 170+70.

It is suggested that pipelines be required to be a minimum of 10 feet from the edge of the through lanes of a freeway or expressway not on the Interstate System. This distance will allow the company maintenance crews sufficient room to park and work on the lines without interference with traffic.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

cc Forrest Cooper
R. B. Sipprell

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FORREST COOPER

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OFFICE OF
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 10, 1959

SUBJECT: Use of 12-inch Main and Appurtenances Adjacent to Sylvan Interchange

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

There is attached hereto a copy of a letter received from Mr. [illegible] Reuken, Attorney for the West Slope Water District, relative to the above matter.

This is being sent to you for your information. I am leaving for Roseburg this morning and will be back in the office Tuesday morning. I would appreciate your suggestions concerning a reply to the attached letter.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:mab

Attach:

CONSTRUCTION DIVISION
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AUG 11 1959
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REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Answer not required, Stow informs me contractor and Water District have agreed on procedure and no claim will result from contractor. B.

Jay

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FOR FILE F-318(6)
303

When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

July 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-318(6)
Washington County-Highlands
Interchange Section, Sunset Hwy.

Dear Sir:

Reference is made to your letter dated July 20, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

4. Delay in initiation of the contemplated, urgently needed work will be minimized thus expediting project progress.

5. Raw materials used in the work are acquired by the State through competitive bidding procedures.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

orig. Foster

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[illegible] COOPER

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FOR FILING

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July 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering directional signing and lighting on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

This work is necessary for the guidance and direction of traffic during various planned construction phases of this project. The work is of such a complicated nature that specialized workmen are required to handle it. The State has the workmen and materials readily available. If done by the contractor delay in procuring materials would undoubtedly delay the grading into three instead of the planned two grading seasons. The materials could not be procured by the contractor in less than 60 days. The State forces can do the work required for the first stage in an estimated seven days.

A copy of the sketches showing the present conditions and the successive stages to coincide with construction are attached.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $7,500 with Federal participation of $4,500.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1959

SUBJECT: Order for State Force Work
Washington Co. Line-Highlands
Interchange Section
Sunset Highway
Contract No. 5503

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is Order for State Force Work for furnishing, installing, maintaining and removing temporary signs, traffic signals and other traffic control devices as required and as shown on the accompanying plans for directional routing of traffic through the Sylvan Interchange during the various planned stages of construction on subject section. A State Force Order for this work is indicated as said work is of such a complicated nature that specialized workmen, which the State is fortunate to have in its' employe, are required. If the work was done by the contractor, a delay in receiving delivery of the required materials would probably throw the job into the third grading season whereas, if we can accomplish the work within the next two to three weeks, we hope to finish this job in two grading seasons.

I have discussed this matter with Mr. Cowan and Mr. Polk of the Bureau of Public Roads and have received their tentative approval for said work.

Your approval is recommended.

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.
cc Lloyd Shaw

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FORREST COOPER

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JUL 16 1959
FOR FILING
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FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 16, 1959

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5501, awarded June 24, 1959,
for grading-paving-structure on the
Washington County Line-Highlands Inter-
change Section of Sunset Highway in
Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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FORM E-30 50M 11-58 15990
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1959

SUBJECT: West Slope Water District
Washington County Line-
Highlands Section
Sunset Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am returning your copy of a letter from Mr. Carl Green on the above subject. Our Legal Department has notified the District to proceed with the work as stated in their agreement; that is, whereby we will pay for the revision of approximately 1,090 feet of the pipe line.

The District will undoubtedly continue to make claims for revising their pipe lines in areas where there is excessive fill over their lines and for the revision of the valves near the westerly limits of our Highlands Project, but their authorization to proceed with their work was based on only that necessary under our Washington County Line-Highlands Contract.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachment

NOTED
FORREST COOPER

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[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

PLEASE RETURN TO
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 8 1959
NOTED-- ☑ ☐ ☐ ☐ ☐
CE ACE ACE

File 2

Date June 19, 1959

Mr. Lloyd P. Shaw,
Metropolitan Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Re: West Slope Water District

Dear Mr. Shaw:

It was not possible for the Commissioners of the West Slope Water District to hold a special meeting on June 17, as I had hoped but they did meet yesterday and considered the revised agreement submitted by you on June 17.

After consideration of the matter and the revised agreement, the Board accepted and signed the agreement with the deletion of that portion which was added by the Highway Department which would have prevented the West Slope Water District from continuing any further negotiations with the Highway Department for the remainder of the supply line installed about two and one-half years ago. The Commissioners believe that problems pertaining to the remainder of the line should be considered on their merits and they should be able to present the facts for consideration by the Highway Department.

The Commissioners of the District are of the opinion that they should not be held responsible for the excessive fill over the supply line east of the current Sylvan Interchange project but they are willing to absorb the additional cost of installing a new pipe line along your C-C line as we originally proposed, providing your department would approve of such an installation.

The Commissioners yesterday awarded to Loy Clark Pipe Line Co. a contract for the reconstruction work subject to consummation of an agreement with the State Highway Commission.

In order that you may be apprised of the bids received for the proposed work, I am furnishing a copy of the bid tabulation herewith. Six bids were received and the low bid is substantially under the estimated cost for the work. In order that some time may be saved in this urgent matter, I am sending a copy of this letter and a signed agreement as well as a bid tabulation direct to Mr. Forrest Cooper in the Salem office.

Mr. Lloyd P. Shaw
Portland, Oregon

June 19, 1959
Page 2

If I can assist in any way in expediting this matter, please let me know.

Very truly yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

by Carl E. Green

CEG/cb

Encl.

cc: West Slope Water District
Mr. Forrest Cooper
Mr. Robert L. Recken

4 copies of signed agreement herewith.

Salem, Oregon
June 2, 1959

Water Main Revisions
Washington County Line
Highlands Interchange Section
Sunset Highway

MEMO TO FILE

Mr. Barbee has been instructed to get a letter from the West Slope Water District, making it clear as to its understanding (and ours) of the move that we will make of its water facilities at Sylvan, after which it will be authorized by the Legal Department to proceed with the work. This is the place where we moved them once and now we have to give them a second boost.

Referring to the Sylvan Water District, I have informed Mr. Barbee that, under the policy adopted by the Highway Commission, we would have to inform the District to move its facilities at its own expense. If it failed or neglected to do so, we would then notify the District that we would move its facilities and collect the bill in or out of court if possible.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

RECEIVED
JUL - 7 1959
FOR FILING
F 318(6)

5503

July 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5503, in connection with Federal Aid Project No. F-318(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb
Enc.

A

RECEIVED
JUN 25 1959
FOR FILING

F 318(6)
[illegible]

June 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the grading, paving and structures on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County, Project No. F-318(6), to Peter Kiewit Sons' Company, Vancouver, Washington, on the basis of the bid of $800,267.40 submitted on May 26, 1959.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JAH:mfh

When replying, refer to
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

June 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-318(6), Washington County Line-Highlands Interchange Section of the Sunset Highway, we hereby concur, as of this date, in award of Contract No., 5503 to Peter Kiewit Sons Company, of Vancouver, Washington, low bidder in the amount of $800,267.40 at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Copy to Porter
Edwards

RECEIVED
JUN 30 1959

FOR FILING
F-3-5(2)

5503

June 24, 1959

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on May 26 accepted your proposal for structure, grading and paving on the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County for the sum of $800,267.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5503.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1959

Peter Kiewit Sons' Company
Vancouver, Washington

Contract for structure, grading and paving on Washington County Line-Highlands Interchange Section of Sunset Highway in Multnomah County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUN 17 1959
FOR FILING

F 318(2)

55-2

1 copy – 5025

June 17, 1959

Oregon State Highway Commission

Gentlemen:

At 10:10 A.M. on June 12, 1959 authorization was granted for the installation of a 35-mile-per-hour construction speed zone on the Sunset Highway from M.P. 70.9 to M.P. 72.9. This covers the Highlands Interchange and Washington County Line-Highlands Interchange Section. Your approval is recommended for the establishment of this 35-mile-per-hour construction speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. F. B. Crandall

VPJ:pk ae

RECEIVED
MAY 22 1959
FOR FILING

OREGON DISTRICT
F-318(6)

5503

P

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.2

May 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-318(6)
Sylvan Interchange

Dear Sir:

The revision of plan sheets 4 and 5 depicting the entrance ramp terminal modification as suggested by our letter of May 8, 1959 are approved as shown.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
MAY 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
MAY 20 1959
FOR FILING

F-318(6)

5503

May 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: 08-35.4
Oregon Project F-318(6)
Washington County Line-
Highlands Interchange Section
Sunset Highway

Dear Sir:

In reply to your letter of May 8, 1959 on the above subject, we will reduce the widths of the entrance ramp terminals to sixteen feet by the installation of jiggle bars.

In the matter of changing the channelization and intersection of the "SP" line and "B" line to match the improved interchange layout sheet, I wish to call your attention to the fact that the attached sketch map showing this intersection area was presented to and discussed with your Mr. Brooks prior to the time the plans were made. This was verbally approved by Mr. Brooks and so included in our plans.

I wish to request that you review this intersection again and approve it as presently shown.

Very truly yours,

W. C. Williams
State Highway Engineer

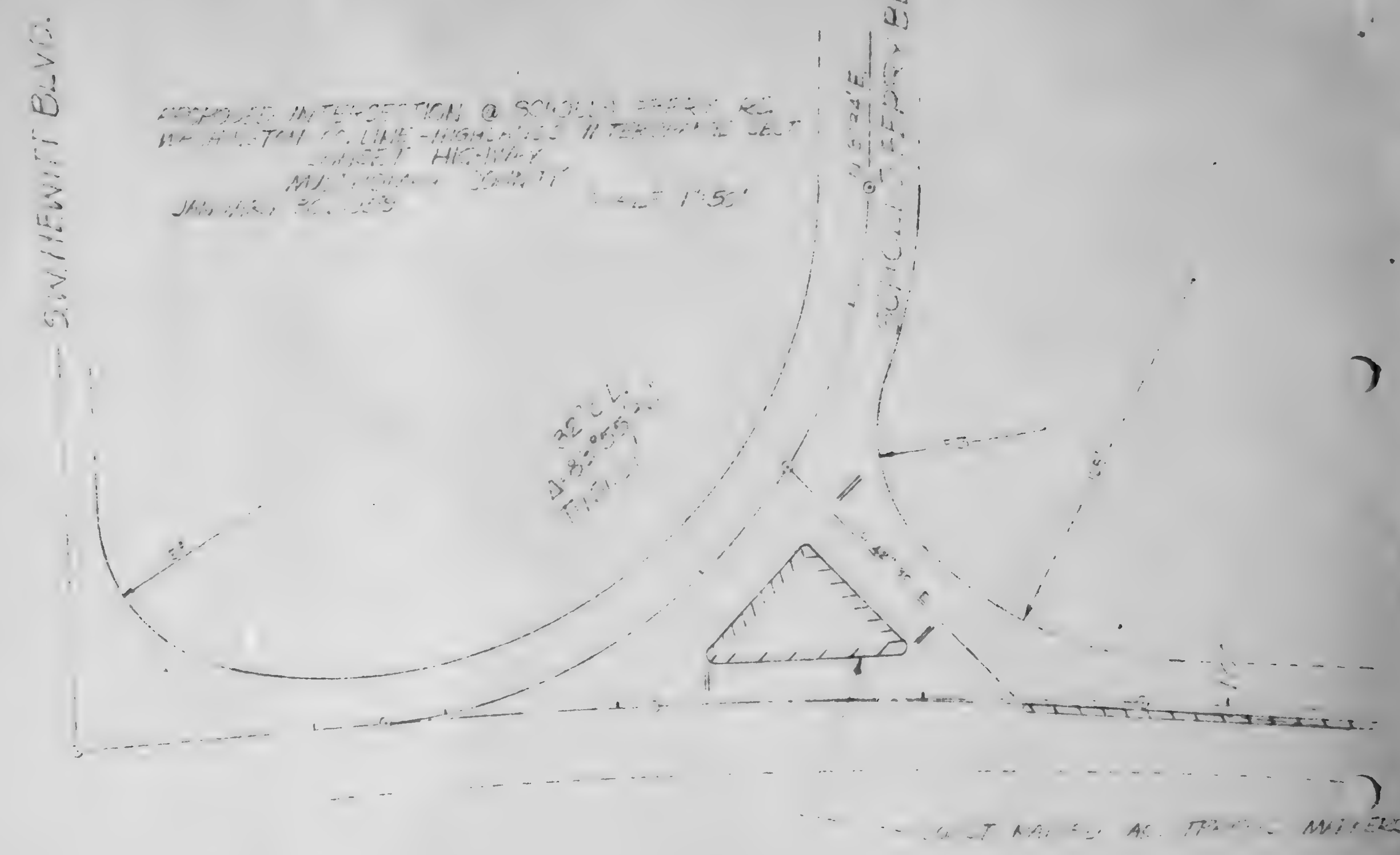
By

Forrest Cooper
Deputy State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams
Mr. Tom Edwards

DJB:law ae

PROPOSED INTERSECTION @ SCHOLLS FERRY RD.
WASHINGTON CO. LINE - HIGHLANDS INTERCHANGE SECT.
[illegible] HIGHWAY
MULTNOMAH COUNTY
JANUARY 26, [illegible]
SCALE 1"=50'
SW HEWITT BLVD.
SCHOLLS FERRY BLVD.
32° L
Δ 82°05'
T.S.
[illegible] AS [illegible] MARKER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.6

May 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-318(6)
Washington County Line-
Highlands Interchange Section
Sunset Highway

Dear Sir

We have today approved P. S. & E. documents for subject project. This is to authorize your advertising for bids.

Our approval is contingent upon narrowing the entrance ramp terminals to a 16 foot throat instead of the 20 foot throat, as indicated on sheets 4 and 5, and changing the channelized intersection of the "SF" line and the "B" line to match the interchange layout sheet approved 8-26-58 by this office.

Participation in the cost of portable traffic barrier will be limited to the cost of same less salvage value.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

CONSTRUCTION DIVISION
RECEIVED
MAY 12 1959
NOTED

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RECEIVED
MAY 12 1959
FOR FILING
OREGON DISTRICT F-318(6)

5503

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-318(6)
Washington County Line-
Highlands Interchange Section
Sunset Highway

Dear Sir:

We have today approved P. S. & E. documents for subject project. This is to authorize your advertising for bids.

Our approval is contingent upon narrowing the entrance ramp terminals to a 16 foot throat instead of the 20 foot. throat, as indicated on sheets 4 and 5, and changing the channalized intersection of the "SF" line and the "B" line to match the interchange layout sheet approved 8-26-58 by this office.

Participation in the cost of portable traffic barrier will be limited to the cost of same less salvage value.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Folk

C. G. Folk
Division Engineer

[illegible]

RECEIVED
MAY 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
APR 7 - 1959
FOR FILING

F-318(6)
5503

MISC. CONTRACTS and AGREEMENTS No. 2070

Salem, Oregon
April 2, 1959

Throughway Agreement
Washington County Line-
Highlands Interchange Section
Sunset Highway
Multnomah County

600

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engrg., City & County Relations

Attached is a conformed copy of a throughway agreement with Multnomah County covering the Washington County Line-Highlands Interchange Section of the Sunset Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

P

RECEIVED
[illegible] - 1959
FOR FILING
Agmt
Rd
Sunset Hwy

April 2, 1959

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of a Throughway Agreement between the State Highway Commission and Multnomah County covering the Washington County Line-Highlands Interchange Section of the Sunset Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 25M 9-51 62318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1959
Salem, Oregon

SUBJECT: Throughway Agreement
Washington County Line-
Highlands Interchange Section
Sunset Highway
Multnomah County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 31, 1957.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
GS Paxson
Assistant State Highway Engineer

RECEIVED
MAR 13 1959
FOR FILING

F-318(6)

5503

RECEIVED
MAR 11 1959
LEGAL DEPT.

Salem, Oregon
March 11, 1959

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

NOTED
D. H. MOEHRING

As of March 9, 1959, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Washington County Line-Highland Interchange Section of the Sunset Highway in Multnomah County. Stations 145 to 175.66. Map 3B-24-11. Prefix 26-2515.

S. H. Probert
Office Engineer

SHP:bb

R

RECEIVED
MAR 13 1959
FOR FILING

F 318(6)

5503

March 5, 1959

Mr. Richard Atiyeh
West Slope Water District
3105 S. W. 89th Avenue
Portland 1, Oregon

Dear Sir:

I have investigated the matters brought up in your letter of January 5 in which you refer to changes in the West Slope Water District's facilities.

In the latter part of 1958, all matters pending at that time between the Highway Commission and the Water District were settled by compromise payment of $37,695.35; therefore, I consider this matter closed.

Referring to the necessary change in your main at Sylvan, it is my opinion that this change should be made a part of this construction project and I will so recommend.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1959

SUBJECT: West Slope Water District's facilities - Canyon Road

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

In line with your recent letter on the above subject, I am attaching a white highway print in the vicinity of the Sylvan Interchange showing the existing 16" water main of the West Slope Water District colored in yellow and a necessary revision of this main colored in green.

As stated in Mr. Atiyeh's letter, this main was relocated through this area and down to approximate westerly limits of our Highlands Interchange in 1955-56. The location at the Sylvan Interchange was based on plans developed by Mr. Broadwell in the Portland area. It has been necessary to widen the median through this area to provide for columns in the center island and to carry our shoulders through under the structure. Also, the on ramp for west-bound traffic has been revised, giving us a much more satisfactory traffic flow. Due to these changes it will be necessary that this pipe line be relocated.

Also attached hereto is an estimate of cost of $22,500 using cast iron pipe and $20,900 using centrifugally cast concrete pipe which is the type used presently by the West Slope Water District.

Mr. Atiyeh's letter refers to some of the present pipe in Canyon Court being covered from eighteen to twenty feet by additional fill, and also to valves that are buried to this approximate depth. This particular matter was discussed with them prior to the present time and was covered in our settlement of $37,000-plus made for the previous relocation, so in my opinion cannot be considered. He further refers in his paragraph four of listed items of several breaks made by the reconstruction in the Highlands Interchange area. It is my understanding that these breaks were made in areas where the existing pipe was in the original shoulder and apparently not deep enough to provide clearance for heavy equipment over our presently deepened subgrade. Our project from the Highlands Interchange easterly is not complete enough to give us a full picture in this area. It is my opinion that the present pipe lay largely in the existing shoulder and will be under future pavement and very likely have a restricted clearance for full protection from heavy hauling equipment.

Tom Edwards
Construction Engineer

DJB:law

Attachments

January 7, 1959

West Slope Water District
3105 S. W. 89th Avenue
Portland 1, Oregon

Attention: Mr. Richard Atiyeh

Gentlemen:

This is to acknowledge your letter of January 5 concerning the West Slope Water District's facilities as they are affected by state highway construction.

Copies of your letter are being forwarded to the members of the State Highway Commission for their information and to the State Highway Engineer for such action as is necessary.

If you wish further information on the matters mentioned in your letter, please contact Mr. W. C. Williams, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Commissioners
W. C. Williams

[illegible]

[illegible] OREGON

January 5, 1959

State Highway Commission
Salem, Oregon

Gentlemen:

During the past ten years there has been a great deal of discussion and review of planning between Messrs. Williams, Skelton, Broadwell and others of the State Highway Department and our representatives relative to the improvement and reconstruction of Canyon Road from Portland west to the Washington County Line. Many field and office conferences have been held in an effort to reach an understanding with your engineers regarding proposed road improvement and the effect thereof on the water supply facility of West Slope.

The Commissioners of this Board knew that since the entire supply facilities of the District have to pass through Sylvan and also since water storage in the Sylvan vicinity was imperative, that every effort should be made to cooperate with the Highway Department so that the supply and storage facilities would not be interrupted and the work of the Highway Department, when undertaken, could proceed in an orderly fashion without being complicated by the then existing supply and storage facilities. As the result of these feelings and the previous conferences and discussions with the representatives of the State Highway Department, it was determined that the District's supply facilities would have to be reconstructed on the North side of Canyon Road from the Forest Highlands junction west. A new reservoir site was required to replace the property and storage reservoir which was needed for the State's highway improvement. After considerable difficulty, land was acquired adjacent to S. W. 61st Avenue north of Canyon Road. A bond issue was submitted to the voters of the District to finance reconstruction of the supply line and build a new reservoir. In 1955 plans for the pipe line work were submitted to both the State Highway Department and the Multnomah County Road Department, and contracts let for materials and construction. Construction of the facilities took place in 1955-56. The work included a new supply line along Canyon Court from the Forest Highlands junction west to Sylvan and thence along Canyon Road to a point about 640' east of the Washington County line together with necessary connections to the new reservoir at S. W. 61st Ave. There was also included two crossings of the four-lane highway at Highlands junction and at the westerly terminus of construction to connect to the existing supply facilities of the District.

Later the Highway Department revised its plans for the improvement of Canyon Road and let a contract for construction during 1957-58 which has resulted in the new pipe line along Canyon Road being covered with a new fill to a maximum depth in the order of 16 to 20 feet. In addition, important valves of the supply line facility have been placed under additional fill so that such valves are now buried in the order of 16 to 20 feet deep.

During November, 1958, preliminary plans and profiles for proposed additional improvements westerly from the work which has been under construction in 1958 to the Washington County line were submitted to our engineers for review. A study of the proposed plans reveals many conflictions with the supply line constructed in 1955-56 and these matters have been discussed with your Messrs. Benedict and Sturmer of the Metropolitan Division. In connection with your department's proposed improvements, both as contemplated by the recently submitted plans and as in the future may be contemplated easterly from the Zoo interchange toward Jefferson Street, we wish to call to your attention the following:

1. It does not appear to be possible for West Slope to reconstruct its supply facilities within the next few months in advance of the proposed highway reconstruction program now contemplated.

2. Water supply service to the District must be maintained without interruption except for short periods of time.

3. The facilities constructed in 1955-56 were financed by a bond issue, the debt service for which is being met by tax levy on property within the water district. The recent payment by the State Highway Department for the District's property, reservoir, and a portion of the pipe line on the south side of Canyon Road, has been used to partly offset the cost of the 1955-56 construction.

4. The Highway Department's reconstruction work in 1957-58 in the vicinity of the Zoo interchange and Forest Highlands junction has resulted in three breaks in the existing supply facilities; one in the new line along Canyon Court and two in the line on the south side of Canyon Road. Breaks due to contractors operations occurred in spite of written and verbal warnings regarding the existing pipe lines.

5. The Water District does not have the funds necessary to again reconstruct the supply line, tax millage of the area is one of the highest in Oregon, the area is almost entirely residential, and water rates are much higher than Portland.

6. The Board of Commissioners believes that pipe line relocation and reconstruction is a proper charge against the highway improvement, and further, that the federal laws recognize this fact and make provision for compensation for such changes.

7. A location of the supply line outside the paved traveled portion of the highway is in the best interest of both the Highway Department and the Water District.

8. A meeting with persons of the State Highway Department who have authority to make policy decisions and representatives of the Water District is requested in order that a practical and equitable solution may be found.

9. The supply facilities in question provide the only source of water for about 9,000 people. It is imperative that service be maintained to protect the public health and provide fire protection as well as other ordinary uses made of the supply by residents of the District.

We request your early attention and advice regarding these matters.

Board of Water Commissioners

WEST SLOPE WATER DISTRICT

By

RECEIVED
JAN 29 1959
FOR FILING

F-318(6)

5502

Salem, Oregon
January 9, 1959

West Slope Water District's
facilities - Canyon Road

Mr. Tom Edwards
Construction Engineer
OFFICE

I am attaching a somewhat lengthy letter from the Board of Water Commissioners of the West Slope Water District dated January 5, 1959, in which they ask that any and all revisions necessary to the West Slope Water District's facilities in connection with the reconstruction of Canyon Road be borne by the Highway Department.

Will you please prepare a map delineating what is necessary in connection with this matter, giving cost estimates; also, comments on our dealings with these people in connection with this specific matter, as mentioned in the first paragraph of the letter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET
SHEET ____ OF ____ SHEETS

RELOCATE WATER MAIN — 16" B&S (CI)
WEST SLOPE WATER DIST
SYLVAN INTCH — SUNSET HWY — MULTNOMAH
TEEL 2-9-5[illegible]

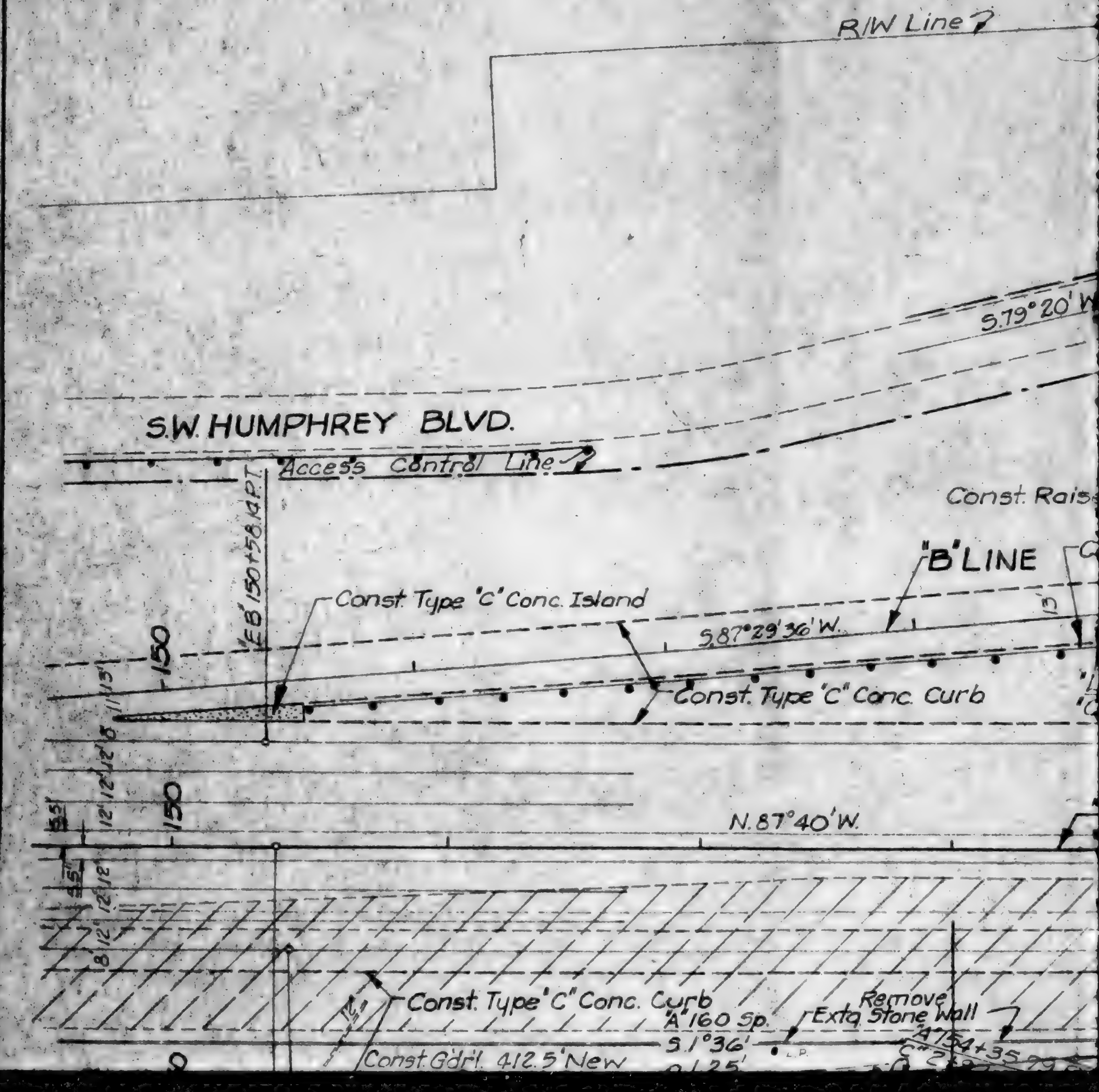
W/CI PIPE

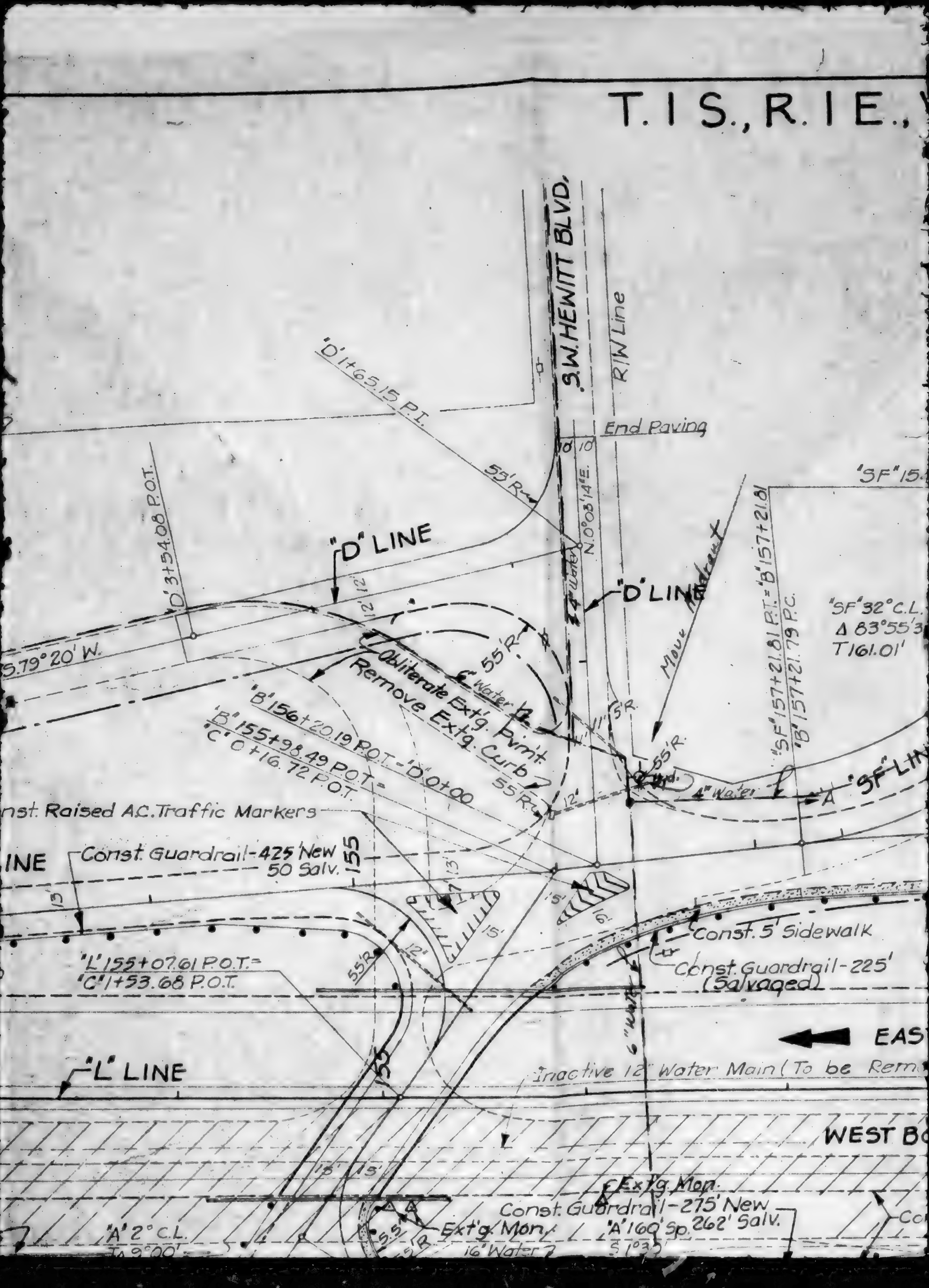
ITEM	→	UNIT	QUAN	ALLOW	TOTAL Q	PRICE	COST	TOTAL
TRENCH	EXC.	CY	646	10%	711	3.50	2489	
REMOVE	& REPLACE PAVE	SQ FT	210	10%	231	3.00	693	
16" B&S	CI W-M	LIN FT	990	10%	1000	[illegible]	[illegible]	
22½° 16"	BENDS	EACH	2	—	2	300.00	600	
							18,3[illegible]	
				+ E&C 20%				
								$22,500

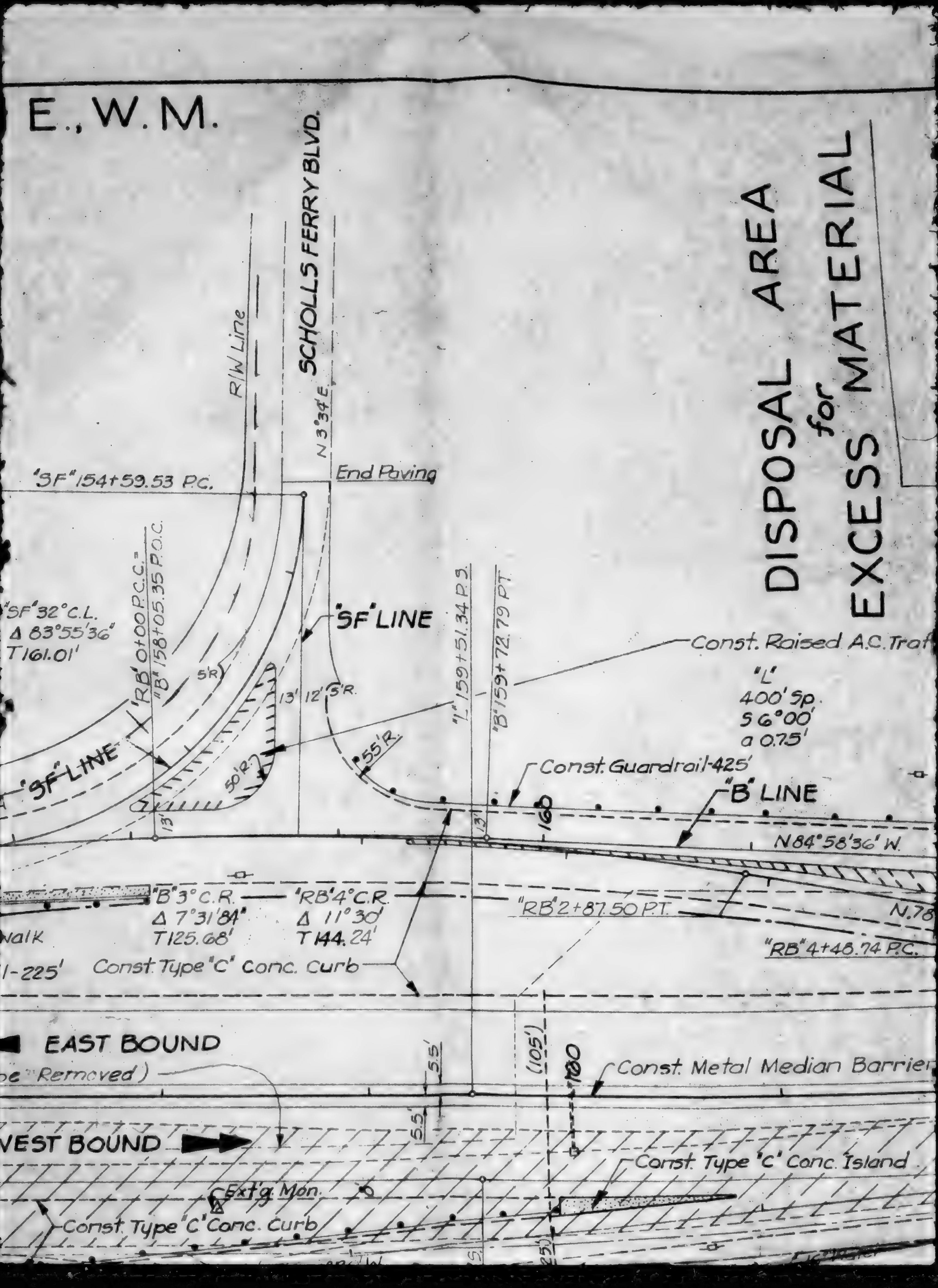
W/ CENT CAST CONC PIPE

TRENCH EXC.		CY	646	10%	711	3.50	2489	
R/R PAVT		SQ FT	210	10%	231	3.00	693	
16" Conc WM		LIN FT	910	10%	1000	[illegible]	[illegible]	
22½° Bends		EACH	2	—	2	360.00	720	
					+ E&C 20%		17,402	
								$20,900

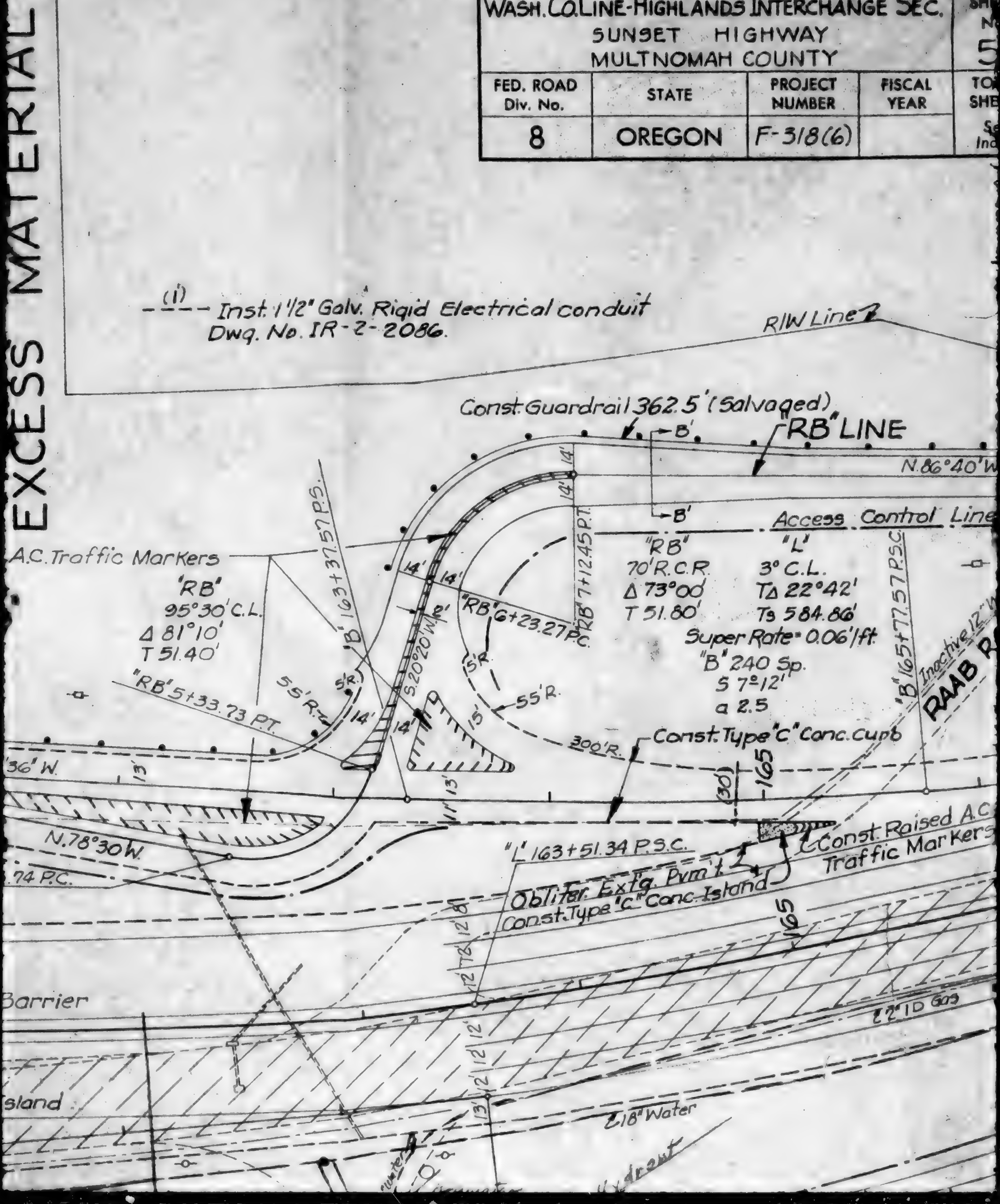
NOTE (PIPE COST + 3/6) 120% = PIPE PRICE LAID


R/W Line
S.79°20'W
S.W. HUMPHREY BLVD.
Access Control Line
Const. Raise
"EB" 150+58.14 P.T.
"B" LINE
Const. Type "C" Conc. Island
S.87°29'36"W.
13'
150
11' 13'
Const. Type "C" Conc. Curb
12' 12' 12'
150
N.87°40'W.
5.5'
5.5'
12' 12'
8' 12'
Const. Type "C" Conc. Curb
"A" 160 Sp.
Remove Exta Stone Wall
S.1°36'
"A" 754+35
Const. Gdr'l. 412.5' New

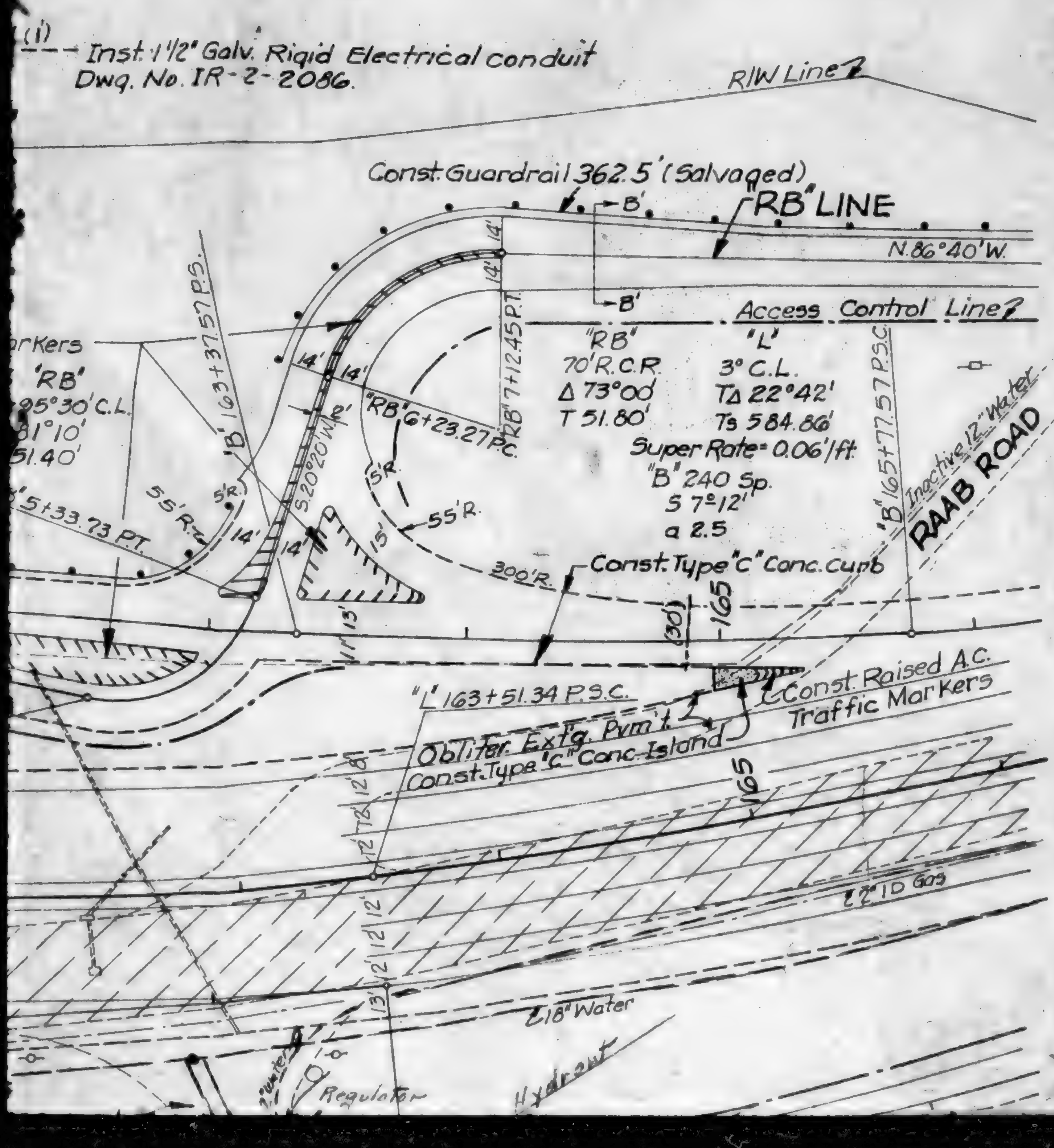

T.1S., R.1E.,
S.W. HEWITT BLVD.
R/W Line
'D'1+65.15 P.I.
End Paving
10 10
55'R.
'D'3+54.08 P.O.T.
"D" LINE
N.0°08'14"E.
4" Water
"D" LINE
Move Hydrant
"SF" 15
"SF"157+21.81 P.T.='B'157+21.81
'B'157+21.79 P.C.
"SF" 32° C.L.
Δ 83°55'3
T 161.01'
S.79°20' W.
12' 12'
55'R.
Obliterate Ext'g. Pvm't
Remove Ext'g. Curb
6" Water
'B'156+20.19 P.O.T.-'D'0+00
'B'155+98.49 P.O.T.=
'C'0+16.72 P.O.T.
55'R.
11' 5'R.
55'R.
Hyd.
4" Water
"SF" LIN
Const. Raised A.C. Traffic Markers
INE
Const. Guardrail-425' New
50 Salv.
155
13'
13'
15'
15'
6'
12'
Const. 5' Sidewalk
Const. Guardrail-225'
(Salvaged)
'L'155+07.61 P.O.T.=
'C'1+53.68 P.O.T.
55'R.
12'
15'
EAS
6" Water
"L" LINE
Inactive 12" Water Main (To be Rem
WEST Bo
15' 15'
Ext'g. Mon.
Const. Guardrail-275' New
262' Salv.
'A'160' Sp.
5 1°30
Ext'g. Mon.
16" Water
5'R.
'A' 2° C.L.
Δ 9°00'
Co

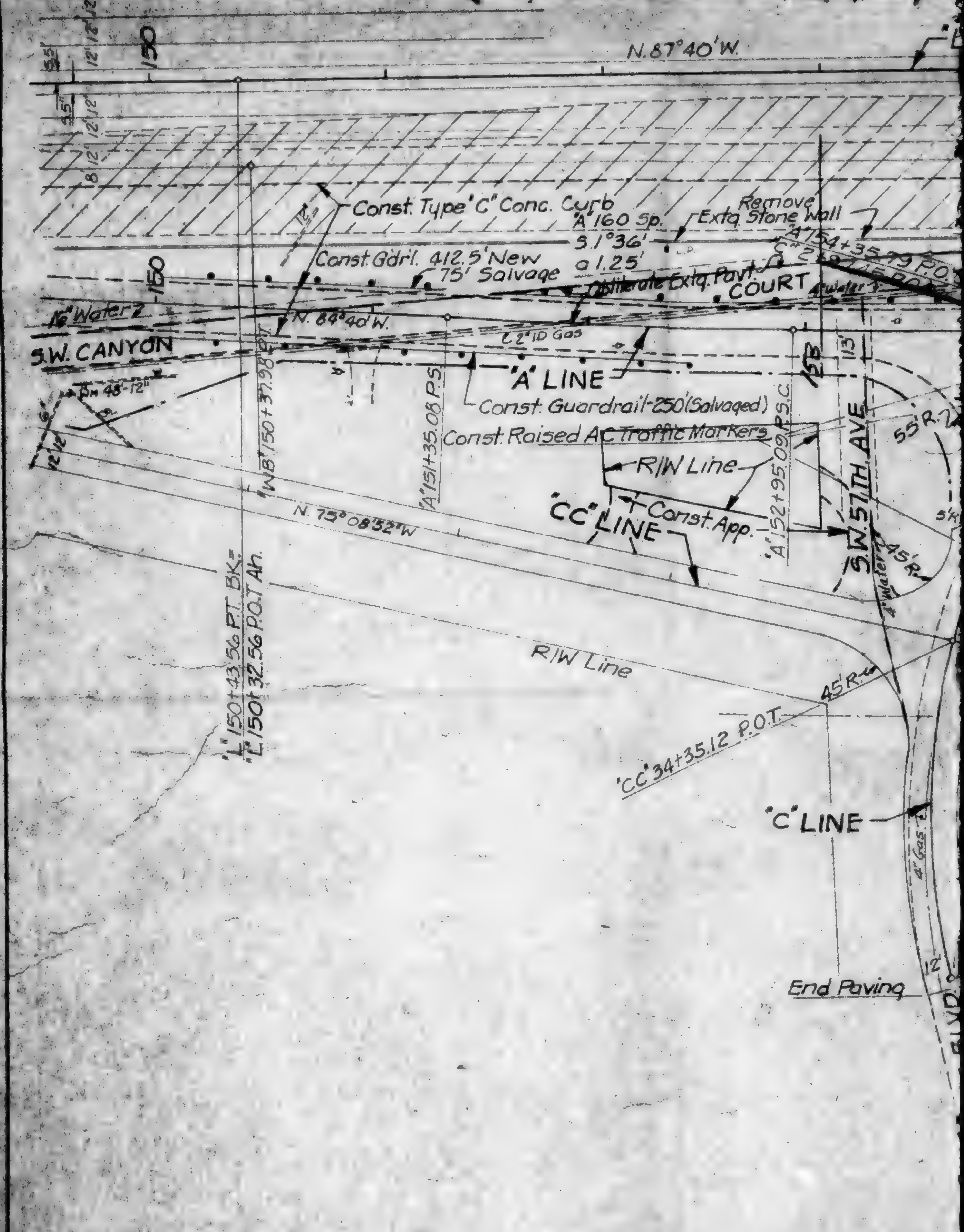

E., W.M.
SCHOLLS FERRY BLVD.
R/W Line
N 3°34' E
End Paving
"SF" 154+59.53 P.C.
"SF" 32° C.L.
Δ 83°55'36"
T 161.01'
"RB" 0+00 P.C.C.=
"B" 158+05.35 P.O.C.
"SF" LINE
"SF" LINE
5'R
13'
12'
5'R.
50'R.
55'R
13'
13'
"L" 159+51.34 P.S.
"B" 159+72.79 P.T.
DISPOSAL AREA
for
EXCESS MATERIAL
Const. Raised A.C. Traf
"L"
400' Sp.
S 6°00'
a 0.75'
Const. Guardrail-425'
"B" LINE
160
N 84°58'36" W.
"B" 3° C.R.
Δ 7°31'84"
T 125.68'
"RB" 4° C.R.
Δ 11°30'
T 144.24'
"RB" 2+87.50 P.T.
N.76
"RB" 4+48.74 P.C.
walk
-225'
Const. Type "C" Conc. Curb
EAST BOUND
be Removed)
5.5'
5.5'
(105')
180
Const. Metal Median Barrier
WEST BOUND
Const. Type "C" Conc. Island
Ext'g. Mon.
Const. Type "C" Conc. Curb

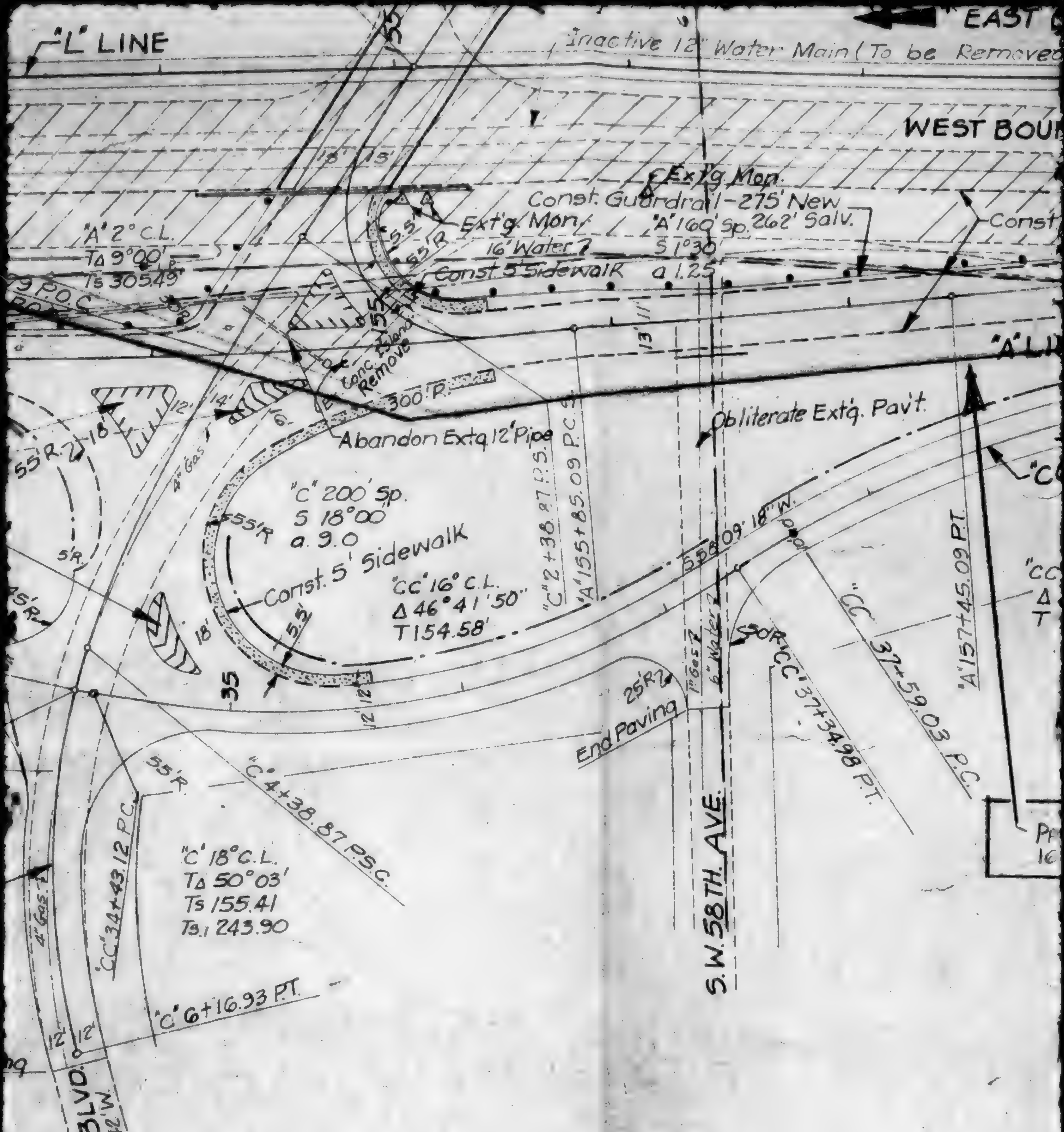
WASH. CO. LINE-HIGHLANDS INTERCHANGE SEC. SUNSET HIGHWAY MULTNOMAH COUNTY				SH N 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SHE
8	OREGON	F-318(6)		S Inc

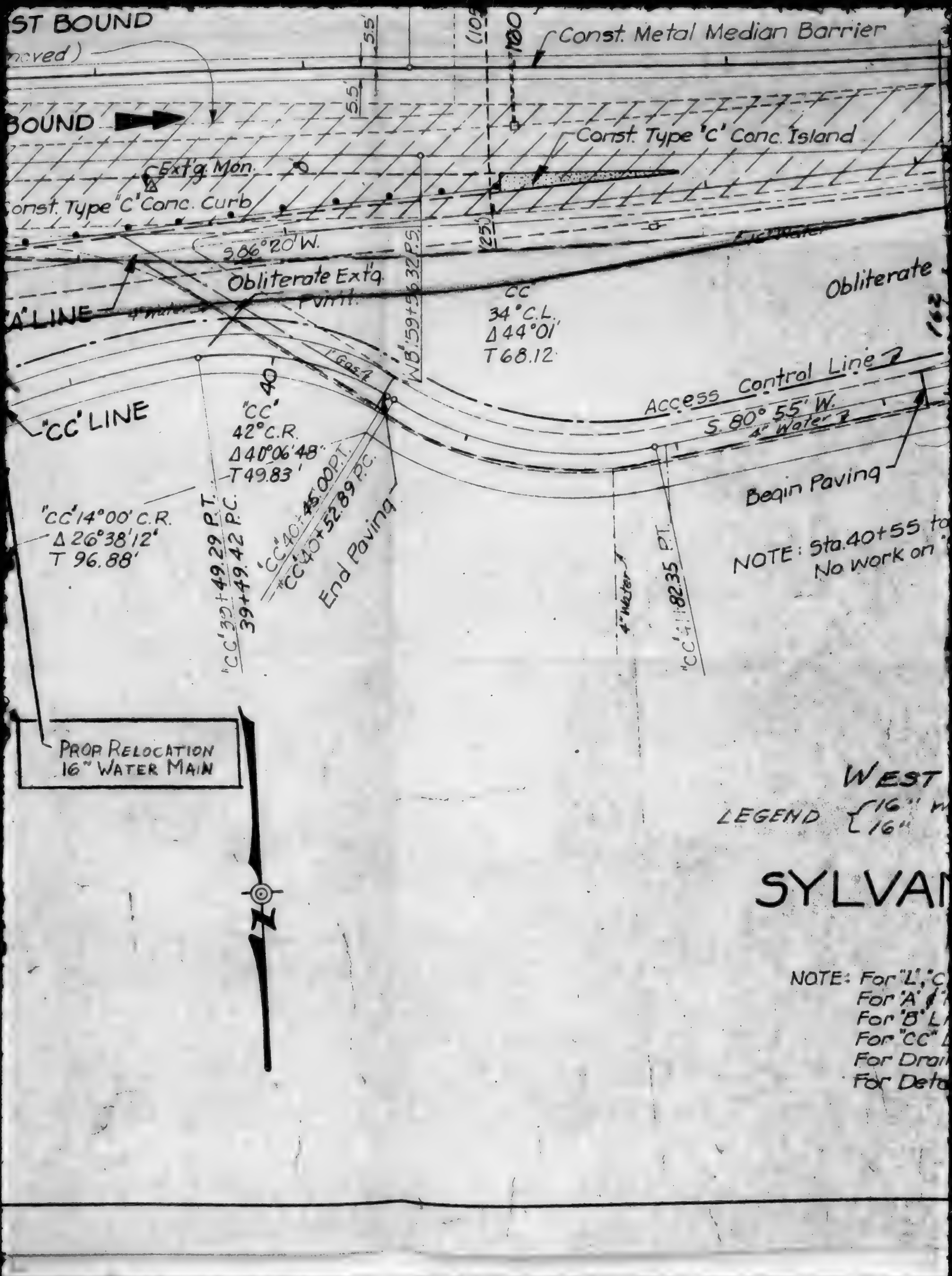

EXCESS MATERIAL
(1) Inst. 1 1/2" Galv. Rigid Electrical conduit Dwg. No. IR-2-2086.
R/W Line
Const. Guardrail 362.5' (Salvaged)
B'
"RB" LINE
N.86°40'W
B'
Access Control Line
A.C. Traffic Markers
'RB'
95°30' C.L.
Δ 81°10'
T 51.40'
"RB" 5+33.73 P.T.
"B" 163+37.57 P.S.
"RB" 7+12.45 P.T.
"RB" 6+23.27 P.C.
"RB"
70' R.C.R.
Δ 73°00'
T 51.80'
"L"
3° C.L.
TΔ 22°42'
Ts 584.86'
Super Rate = 0.06'/ft.
"B" 240 Sp.
S 7°12'
a 2.5
"B" 165+77.57 P.S.C.
Inactive 12" W
RAAB R
S.20°20'W.
14'
2'
5'R.
55'R.
15'
300'R.
Const. Type "C" Conc. Curb
165
(30)
13'
'36' W.
N.78°30W.
.74 P.C.
"L" 163+51.34 P.S.C.
Const. Raised A.C. Traffic Markers
Obliter. Extg. Pvm't.
Const. Type "C" Conc. Island
165
12' 8'
12' 12'
Barrier
22" ID Gas
Island
18" Water
Hydrant

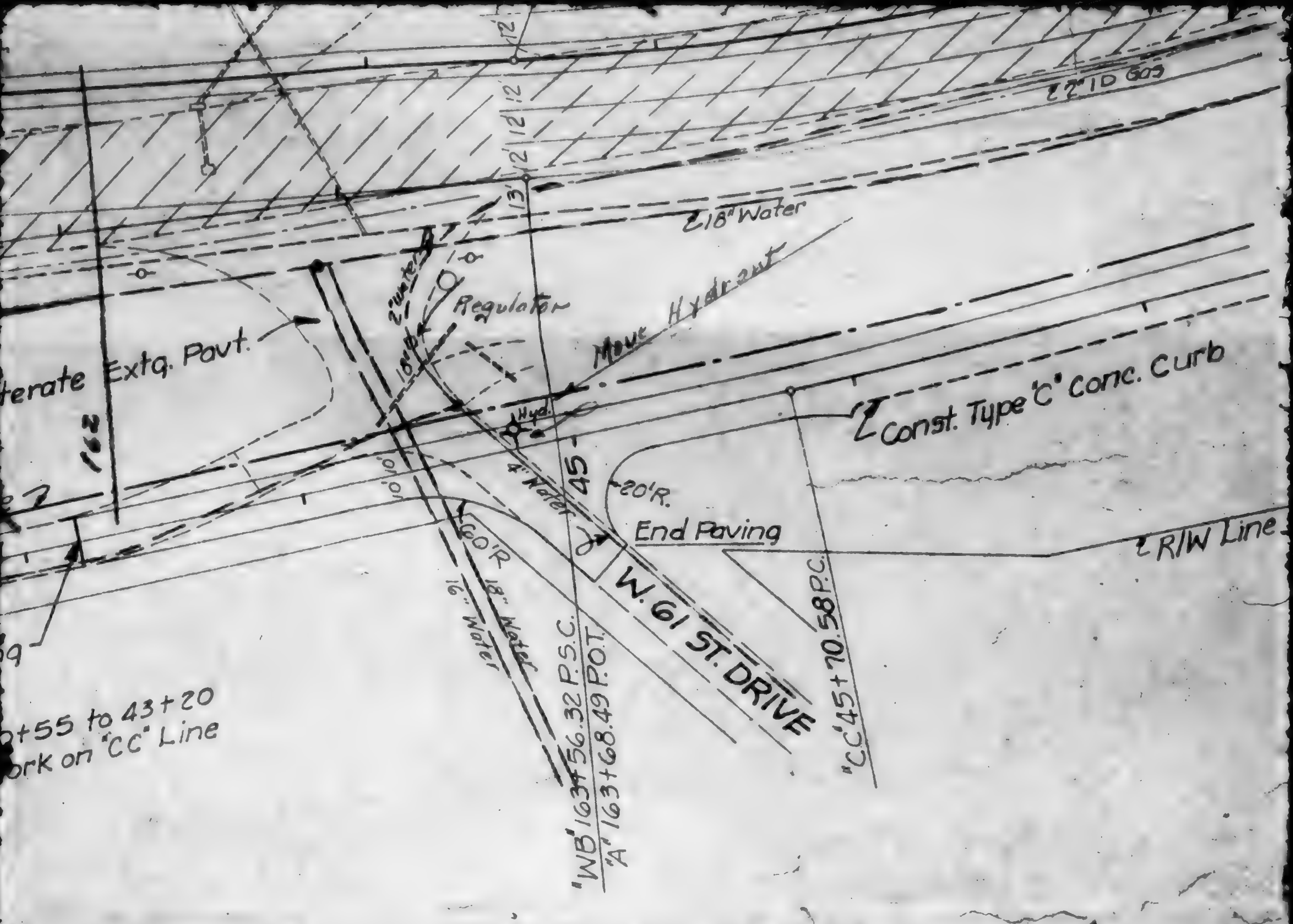
WASH. CO. LINE-HIGHLANDS INTERCHANGE SEC. SUNSET HIGHWAY MULTNOMAH COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-318(6)		See Index


(1)
Inst. 1 1/2" Galv. Rigid Electrical conduit
Dwg. No. IR-2-2086.
R/W Line
Const. Guardrail 362.5' (Salvaged)
B'
"RB" LINE
N.86°40'W.
B'
Access Control Line
14'
14'
"RB" 7+12.45 P.T.
"RB"
70' R.C.R.
Δ 73°00'
T 51.80'
"L"
3° C.L.
TΔ 22°42'
Ts 584.86'
Super Rate = 0.06'/ft.
"B" 240 Sp.
S 7°12'
a 2.5
rkers
'RB'
95°30' C.L.
81°10'
51.40'
'B' 163+37.57 P.S.
14'
14'
2'
"RB" 6+23.27 P.C.
S.20°20'W.
5'R.
55'R.
5'R.
5'R.
55'R.
"B" 5+33.73 P.T.
14'
14'
15'
300'R.
Const. Type "C" Conc. Curb
"B" 165+77.57 P.S.C.
Inactive 12" Water
RAAB ROAD
13'
(30)
165
"L" 163+51.34 P.S.C.
Const. Raised A.C. Traffic Markers
Obliter. Ext'g. Pvm't.
Const. Type "C" Conc. Island
165
12'
12'
12'
12'
12'
13'
2" ID Gas
18" Water
Regulator
Hydrant
2" water


N.87°40'W.
150
12' 12' 12'
3.5'
3.5'
8 12' 12' 12'
Const. Type "C" Conc. Curb
12'
"A" 160 Sp.
S 1°36'
a 1.25'
Remove Extg. Stone Wall
"A" 154+35.79 P.O.
Const. Gdr'l. 412.5' New
75' Salvage
Obliterate Extg. Pavt.
COURT
-150
16" Water
N. 84°40'W.
℄ 2" ID Gas
S.W. CANYON
"A" LINE
Const. Guardrail-250'(Salvaged)
Const. Raised AC Traffic Markers
R/W Line
Const. App.
"CC" LINE
"WB" 150+37.98 P.T.
"A" 151+35.08 P.S.
"A" 152+95.09 P.S.C.
128
113'
S.W. 57TH AVE
55' R.
45' R.
5' R
4" Water
N. 75°08'32"W
"L" 150+43.56 P.T. BK.=
"L" 150+32.56 P.O.T. Ah.
R/W Line
45' R.
"CC" 34+35.12 P.O.T.
"C" LINE
4" Gas
12'
End Paving
BLVD.


"L" LINE
EAST
Inactive 12" Water Main (To be Removed
WEST BOU
Ext'g. Mon.
Const. Guardrail-275' New
"A" 160' Sp. 262' Salv.
Const
Ext'g. Mon.
"A" 2° C.L.
TΔ 9°00'
Ts 305.49'
16' Water
S 1°30'
a 1.25
Const. 5' Sidewalk
P.O.C.
Conc. Island Remove
300' R.
Abandon Extg. 12' Pipe
Obliterate Extg. Pav't.
"A" LI
"C
55' R.
18'
12'
14'
6'
4" Gas
"C" 200' Sp.
S 18°00'
a 9.0
55' R
Const. 5' Sidewalk
"CC" 16° C.L.
Δ 46°41'50"
T 154.58'
"C" 2+38.87 P.S.
"A" 155+85.09 P.C.
S 58°09'18" W.
13'
"CC" 37+59.03 P.C.
"A" 157+45.09 P.T.
"CC
Δ
T
5' R.
25' R.
18'
35
12' 12'
1" Gas
6" Water
50' R
"CC" 37+34.98 P.T.
25' R.
End Paving
55' R.
"C" 4+38.87 P.S.C.
"C" 18° C.L.
TΔ 50°03'
Ts 155.41
Ts1 243.90
"CC" 34+43.12 P.C.
4" Gas
"C" 6+16.93 P.T.
12' 12'
S.W. 58TH. AVE.
S.W. SKYLINE BLVD.
N13°42' W.
P
16


ST BOUND
moved)
5.5'
(105
180
Const. Metal Median Barrier
5.5'
BOUND
Const. Type 'C' Conc. Island
Ext'g. Mon.
Const. Type 'C' Conc. Curb
(25')
S 86°20' W.
Obliterate Ext'g. Pvmt.
'A' LINE
4" Water
CC
34° C.L.
Δ 44°01'
T 68.12
Obliterate
WB 59+56.32 P.S.
1" Gas
40
Access Control Line
S. 80° 55' W.
4" Water
"CC" LINE
"CC"
42° C.R.
Δ 40°06'48"
T 49.83'
Begin Paving
"CC" 14°00' C.R.
Δ 26°38'12"
T 96.88'
"CC" 39+49.29 P.T.
39+49.42 P.C.
"CC" 40+45.00 P.T.
"CC" 40+52.89 P.C.
End Paving
4" Water
"CC" 41+82.35 P.T.
NOTE: Sta. 40+55 to
No work on
PROP. RELOCATION
16" WATER MAIN
N
WEST
LEGEND 16"
16"
SYLVAN
NOTE: For "L", "C
For 'A'
For 'B' L
For "CC"
For Drai
For Deta


12
12
12
12
13
2" 1D Gas
18" Water
2" Water
Regulator
18" W
Move Hydrant
terate Extg. Pavt.
Hyd.
Const. Type "C" Conc. Curb
4" Water
45
20'R.
End Paving
R/W Line
10'10"
60'R
12" W. 18" Water
W. 61 ST. DRIVE
"WB" 163+56.32 P.S.C.
"A" 163+68.49 P.O.T.
"CC" 45+70.58 P.C.
+55 to 43+20
ork on "CC" Line
g

VEST SLOPE WATER DIST.

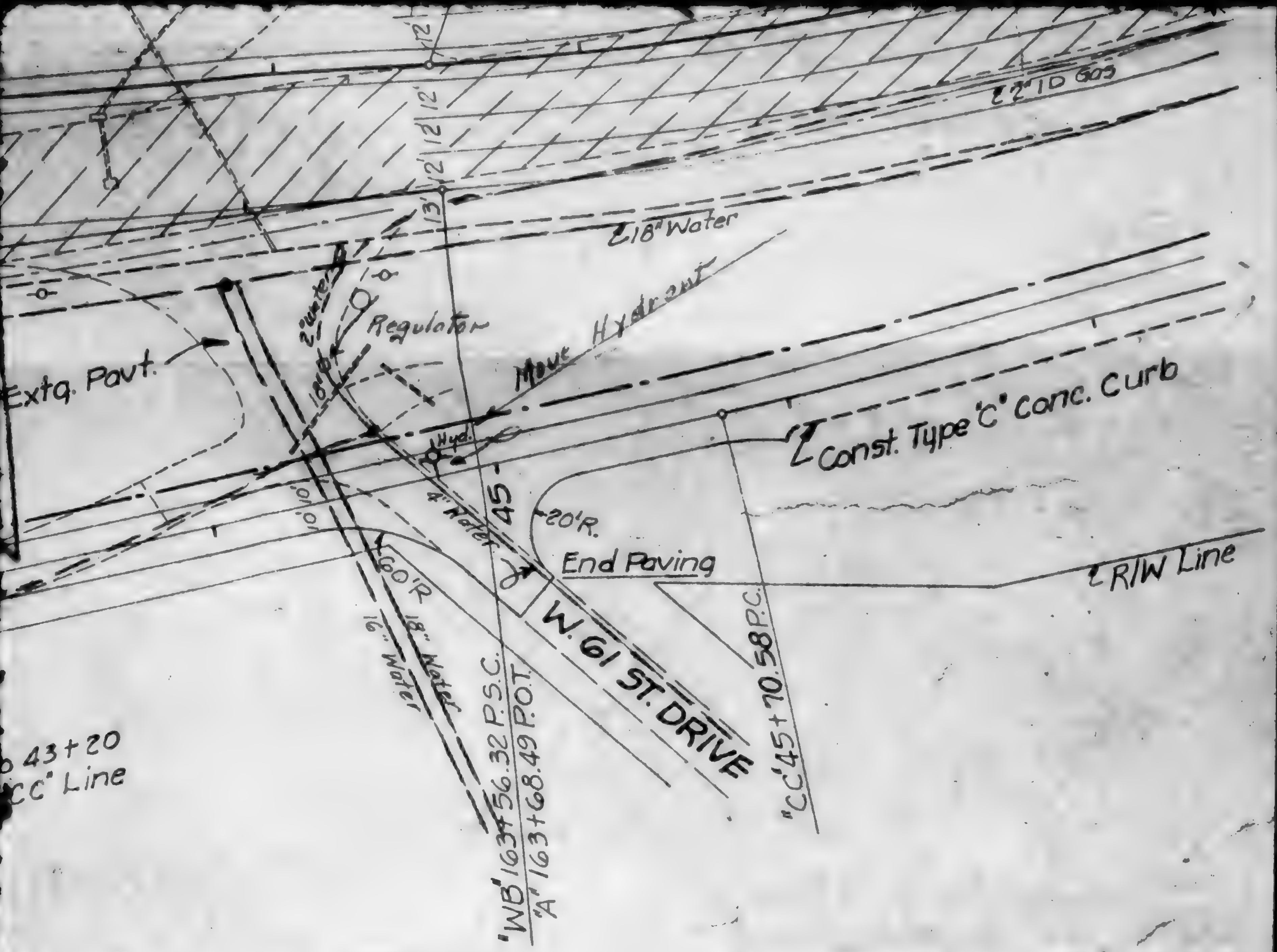
16" WATER MAIN - EXISTING — — —

16" " " Prop'd RELOCATION ——

2-10-59 TEEL

VAN INTERCHANGE

For "L", "C", "SF" & D Line Profiles, See Sheet 5-A
For "A" & "RB" Line Profiles, See Sheet 5-B
For "B" Line Profile, See Sheet 5-C
For "CC" Line Profile, See Sheet 5-D
For Drainage, See Sheet 5-E
For Detour Plans, See Sheet 5-F


12'
12'
12'
12'
13'
E 2" ID Gas
E 18" Water
2" water
Regulator
Move Hydrant
Extg. Pavt.
Const. Type 'C' Conc. Curb
Hyd.
4" Water
45
20'R.
End Paving
E R/W Line
10'
60'R
18" Water
W. 61 ST. DRIVE
'WB' 163+56.32 P.S.C.
'A' 163+68.49 P.O.T.
"CC" 45+70.58 P.C.
o 43+20
'CC' Line

T SLOPE WATER DIST.
WATER MAIN - EXISTING — — —
" " Prop'd RELOCATION ——

2-10-59 TEEL

N INTERCHANGE

C", 'SF' & D Line Profiles, See Sheet 5-A
'RB' Line Profiles, See Sheet 5-B
Line Profile, See Sheet 5-C
" Line Profile, See Sheet 5-D
ainage, See Sheet 5-E
tour Plans, See Sheet 5-F

RECEIVED
1959

FOR FILING

F 318(6)

5503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1959

SUBJECT: Throughway agreement
Washington County Line
Highlands Interchange
Sunset Highway No. 47
Multnomah County

To: G. S. Paxson
Ass't State Highway Engineer

600 OFFICE

RECEIVED
1959
ENGINEER
COUNTY [illegible]TIONS

Attached, are six copies of the above entitled throughway agreement as per request by letter of December 24, 1958.

One exhibit map was sent to this office which we have attached to our file copy and we understand exhibit maps will be furnished you by County and City Relations.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
cc: L. I. Lindas
Att.

Graham has taken the two signed originals to present to County for signing JEK

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JAN 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

R

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DEC 31 1958
FOR FILING

F-518(6)

55-3

Salem, Oregon
December 31, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

> Washington County Line-Highland Interchange Section of the Sunset Highway in Multnomah County. Stations 145 to 175+66. Map 3B-24-11. Prefix 26-2515.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:bb

FORM E-123-X 12 5M 8-56

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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OCT [illegible] 1958
FOR FILING
F-318(6)
5503

October 24, 1958

CERTIFIED MAIL

Robert L. Recken
Public Service Building
Portland, Oregon

Re: R-15112
West Slope Water District
Sylvan Section
Sunset Highway

Dear Mr. Recken:

Please find enclosed a check No. H-217386, drawn on the State Treasurer in the sum of $37,695.35 payable to the West Slope Water District. This is in full payment for the real property heretofore transferred to us by your Bargain and Sale Deed transmitted to us October 9, 1958, and for the Bill of Sale covering certain personal property and transmitted to us the same date.

For your records, I am enclosing a check receipt and would be pleased if you would return to us the one you had heretofore executed by the Water District. You will note on the receipt which I am sending to you that the amount of payment for the personal property is $35,960.06 instead of $35,960.60.

We wish to thank you for your co-operation in this matter.

Yours very truly,

L. I. LINDAS
Chief Counsel

GVS:ajw
Enclosure

cc H. B. Glaisyer
Tom Edwards

NOTED
H. B. GLAISYER

RECEIVED
SEP 27 1958
FOR FILING

COMMISSIONERS
F. K. [illegible], CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

T318(4)

5503

September 25, 1958

Carl E. Green and Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Re: West Slope Water District
Sylvan Section
Sunset Highway

Attention: Mr. Carl E. Green

Gentlemen:

Please find enclosed a deed and a bill of sale to be executed by the West Slope Water District. This deed will convey to the State of Oregon, by and through its State Highway Commission, 0.16 acre of real property and the bill of sale will transfer title to certain personal property.

If these instruments are in order we would appreciate it if you would present them to the District for execution and after they are executed return them to us.

We have ordered a preliminary title report and if the title report shows good title we will be in position to release the check after the executed instruments are returned to us.

At the time we send the check we will enclose a check receipt, similar to the one we are enclosing with this letter and ask that the District execute this receipt. I am sure that the District will have no objection to the execution of this receipt, but in the event that they do, we would appreciate being informed of that fact at the time the instruments are returned to us.

We are enclosing an additional copy of the deed and bill of sale for your records.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL/GVS:ob
Encls.
cc: H. B. Glaisyer ✓
Tom Edwards

NOTED
H. B. GLAISYER

RECEIVED
SEP 17 1958
FOR FILING

F 318(6)

5503

September 16, 1958

Carl E. Green and Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Attention: Mr. Carl E. Green

Gentlemen:

This note is simply to acknowledge receipt of your letter of September 12 transmitting in triplicate a description of real property to be transferred by the West Slope Water District to the State Highway Commission and an inventory of real property which is to be transferred to the State Highway Commission in connection with the District's claim.

I am referring the letter and the material mentioned above to our Legal Department for processing.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HG:jmc

cc: Glen V. Sorensen
Tom Edwards

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date September 12, 1958

Oregon State Highway Department
State Highway Building
Salem, Oregon
Attn: H. B. Glaisyer
Re: West Slope Water District

Gentlemen:

In accordance with your request of August 26, we transmit herewith in triplicate a description of the real property to be transferred by the West Slope Water District to the State Highway Commission; and an inventory of real property lying within the State Highway right of way and the real property referred to above, all of which, is to be transferred to the State Highway Commission in settlement of the District's claim as outlined in your letter of July 8, 1958.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG/bjg

cc: West Slope Water District
Robert L. Recken

RECEIVED
[illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

A parcel of land lying in Section 6, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being the following described property: That tract of land known as Tax Lot 89 which was conveyed by that certain deed to West Slope Water District, recorded in Book 225, Page 318 of Multnomah County Records of Deeds. The said parcels being described as follows:

Beginning at a point in the Canyon Road which is the Northeast Corner of the 31 acre tract conveyed by Hedge to Ellis Raab by deed in Book 258, at Page 93, and running thence North 54° 23' West along Canyon Road 50 feet to a point; thence south 82° 27' West along Canyon Road 23 feet to a point; thence South 0° 48' East 258 feet to an iron pipe; thence East 86 feet to an iron pipe in the West line of John D. Kelley's 1.1 acre tract; thence North 6° 24' West 233.15 feet along said Kelley's West line to the place of beginning; excepting, however, that portion of the above described tract lying North of New Canyon Road, (County Road No. 1138) as now laid out and established, being a portion of Nathan B. Jones Donation Land Claim in Section 6, Township 1 South, Range 1 East, of the W.M.

Note: From description by Carl E. Smith, Right of Way Agent, State Highway Department.

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
510 HENRY BUILDING :: PORTLAND 4, OREGON

INVENTORY OF WATER WORKS FACILITIES OF WEST SLOPE WATER DISTRICT TO BE ACQUIRED BY STATE HIGHWAY DEPARTMENT

September, 1958

ITEM	QUANTITY
12" Cast Iron Pipe in place	4,790 lin. ft.
Cast Iron Fittings, B & S, in place	2,315 lbs.
Cast Iron Fittings, Flanged, in place	2,260 lbs.
12" Gate Valves	2
10" Gate Valves	2
10" Altitude Valve	1
12" Dresser Couplings	2
12" Steel Spools, Flanged	6
Reinforced Concrete Valve, Vault & Appurtenances	1
100,000 Gallon Steel Reservoir & Appurtenances	1

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
510 HENRY BUILDING :: PORTLAND 4, OREGON

RECEIVED
AUG [illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1958

SUBJECT: West Slope Water District
Rearrangement of Facilities
Sylvan Area - Sunset Highway

To:

Mr. Leonard I. Lindas
Chief Counsel
Office

ATTENTION: Mr. Robert A. Holland

Replying to your letter of July 22, 1958 on the above subject, I am including the following list of items, title to which should be transferred to the State.

12" Cast Iron Pipe	4,790 Lin.Ft.
Cast Iron Fittings, B. & S.	2,315 lbs.
Cast Iron Fittings, Flanged	2,260 lbs.
12" Gate Valves, double disc	3
10" Gate Valves, double disc	2
10" Altitude Valves, 32D	1
12" Dresser Couplings	2
12" Steel Pipe Spools, Flanged	6

1 Reinforced concrete valve vault with access manhole, ladder, and automatic control and overflow signal wiring.

1 100,000 gallon steel reservoir with ladders, roof, hatch, steel pipe inlet and outlet drainage lines, and reinforced concrete foundation.

All pipe, couplings, valves, etc. are in the ground at present, within our right of way and would be salvaged under our construction job in this area if thought desirable at that time.

A description for the .16 acre of property to be deeded to us has been written and submitted to the Right of Way Department under file number 15112.

The 100,000 gallon steel reservoir with ladders, roof, hatch, steel pipe inlet and outlet drain lines were dismantled by the Water Company, and possibly stored some place.

I trust this will give you sufficient information to draw up the necessary agreement.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp
cc: H. B. Glaisyer

P

RECEIVED
SEP 8 - 1958
FOR FILING

August 26, 1958

Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Attention: Mr. Carl E. Green

Gentlemen:

In reply to your letter of August 21 concerning payment to the West Slope Water District for rearrangement of facilities in the Sylvan Area of the Sunset Highway, we find in our files a note from Mr. Glen V. Sorensen, Staff Attorney, stating that the payment cannot be completed to the Water District until a description is received of certain real property that we are to receive from the Water District, and also a list of the personal property that we are to receive. The memo continues with a statement that as soon as the description of the property is received from the Construction Department, instruments will be drawn conveying to the Highway Department West Slope's interests, and a check can then be forwarded.

Copies of this letter are being forwarded to the Chief Counsel and to Mr. Tom Edwards, Construction Engineer, for such action as may be required.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cc Mr. Glen V. Sorensen
Mr. Tom Edwards

NOTED
H. B. GLAISYER

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File #2

Date August 21, 1958

State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

Re: West Slope Water District

On July 5th we received a voucher from the State Highway Department for settlement of West Slope Water District claim against the Highway Department, and on July 8th it was returned to the Highway Department after having been signed by Mr. Tooze, Treasurer of the Water District.

On July 9th we received your letter of July 8th referring to this voucher in which you stated that a release of its claim would need to be furnished by the West Slope Water District.

So far as I know, no form for such a release has been received by either this office or the water district and no check has been received in payment of the claim.

It is urgent that the District obtain these funds and I would appreciate your advice regarding the status of the matter and what, if anything, the Water District needs to do to obtain payment.

Yours very truly,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

RECEIVED
AUG 22 1958
STATE HIGHWAY COMMISSION

CEG:h

FORM E-90 25M 9-51 62319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15,1958

SUBJECT: West Slope Water District
Rearrangement of facilities
Sylvan Area - Sunset Highway
R/W File No. 15112

To: MEMORANDUM TO FILE

Have checked and find that we cannot complete the payment to the West Slope Water District until a description of certain real property that we are to receive from West Slope is received and also a list of the personal property that we are to receive.

As soon as the description of the property is received from the Construction Department, instruments will be drawn conveying West Slope's interest to us and the check of $39,000 can be sent to them in exchange for these executed instruments.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb

RECEIVED

FORM 230-4—12½M—6-55—66200

F 318(6)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1958

5503

Tom Edwards
Construction Engineer

To: OFFICE

SUBJECT: West Slope Water District
Rearrangement of Facilities
Sylvan Area - Sunset Highway
R/W File No. 15112

L

The State Highway Commission, at its meeting on June 19, 1958, considered and approved the payment to the West Slope Water District for right of way and certain personalty. It appears from the right of way file that the West Slope Water District is to convey to the State 0.16 acres of land and certain improvements such as pipes, valves and a storage tank.

If you will provide me with an itemized list of the improvements which they are to give us, I will prepare a bill of sale covering the same. If you will confirm the fact that we took possession of 0.16 acres of land, I will prepare a deed for execution by the water district which will include a complete release of all future damages.

ROBERT A. HOLLAND
Staff Attorney

RAH:mmb
cc: Forrest Cooper ✓
L. I. Lindas
F. C. McKinney

NOTED
FORREST COOPER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1958
FOR FILING

6/19
3 e

g

July 8, 1958

Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Attention: Mr. Carl E. Green

Dear Sirs:

The State Highway Commission at its meeting on June 19, 1958 had under discussion the claim of the West Slope Water District for reimbursement in the amount of $42,747.88 for changes in the District's water facilities necessitated by construction of the Canyon Road portion of US 26 in Multnomah County. Particularly discussed was that part of your claim, totalling $10,105.06, for the moving and reestablishment of 1400 feet of pipe line on the easterly portion of the District's facilities.

The State Highway Engineer advised that pursuant to previous instructions from the Commission he had discussed the latter mentioned claim with you and representatives of the Water District, and that agreement was reached whereby the State would reimburse the District in the amount of $32,642.82 which represents that portion of the original claim which was not disputed and one-half of the cost of reestablishing the 1400 feet of pipe line at the easterly end of the District's facilities, for a total of $37,695.35. He recommended approval of such compromised settlement. The Highway Commission adopted the recommendation and authorized payment of such sum to the District.

I have checked with our Auditing Department and find that the voucher covering this payment is now being processed; in fact, the voucher was sent to you on July 3rd for acceptance. When the voucher has been returned it will be forwarded to the Secretary of State for payment in the usual manner. I might add, however, that the West Slope Water District will be required to sign a complete release of its claim before the warrant can be delivered.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

R

RECEIVED
[illegible] 1958
FOR FILING

June 11, 1958

Oregon State Highway Commission

Gentlemen:

At the May 9 meeting of the Commission, officials of the West Slope Water District appeared before you to protest the disallowance of a portion of a bill they had submitted for changes in the facilities of the Water District by reason of highway construction on the Canyon Road portion of US 26 in Multnomah County. To provide for such work as has been completed on this section and to allow for the construction of the six-lane facility throughout the Canyon Road Section, including the interchange at Sylvan, required a very material re-establishment of the District's water system, including a large storage tank the original of which was on land acquired by the Commission.

The bill as submitted by the Water District was in the amount of $44,747.66. This bill was itemized by the Department engineers and we recommended allowance of $32,642.82. This did not cover an amount of $10,105.06 for the moving and re-establishment of 1400 feet of pipeline on the easterly portion of the Water District's facility. It was our contention that a major portion, if not all, of the old line was on public right of way and the District should move it. The District contended that a change in plans in the highway construction other than as originally contemplated had increased the cost to it to the extent of this $10,105.06.

At the close of the delegation's presentation, you instructed me to meet with the Water District and attempt to work out a satisfactory solution. Since then I have met with the Water District and its engineer, Mr. Carl Green, and we must admit that the matter is rather complicated. The work has been going on for the past four years and has been complicated by certain changes in plans. As a result of the complications and possibly of confusion over just who should pay for what, I finally agreed at the meeting with the Water District to recommend to you that the $10,105.06 in controversy be split 50-50, which would result in each absorbing $5,052.53 of the disputed amount. The District finally agreed to this settlement, and I therefore recommend to you that we settle the controversy by paying to the Water District a total sum of $37,695.35, which is the amount of the originally approved portion plus the additional $5,052.53.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mi
cc Mr. Tom Edwards
Mr. C. H. Maison

BOARD OF COMMISSIONERS
RICHARD ATIYEH
BRUCE H. AARON
LAMAR TOOZE JR.

FRANK PALMER
SUPERINTENDENT

WEST SLOPE WATER DISTRICT
WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE CYPRESS 2-2777
PORTLAND 1, OREGON

May 29, 1958

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Canyon Road Water Supply Facilities
West Slope Water District

Dear Mr. Williams:

With further reference to settlement of claims of the West Slope Water District against the State Highway Department, relative to the above, please be advised that the Board of Commissioners of the District have agreed to accept the proposal which you made in Salem on May 28 during a discussion of the problem with Messrs. Atiyeh, Green & Palmer representing this District.

It is our understanding that the State Highway Department will compensate the Water District in the sum of $37,695.35 in full settlement of all claims including the easterly 1400 ft. of pipe line in question, which terminates near the old Forest Highlands Junction and Canyon Road.

Very truly yours,

WEST SLOPE WATER DISTRICT

By Richard Atiyeh
Richard Atiyeh, Chairman

RECEIVED
JUN 5 1958
OREGON
STATE HIGHWAY COMMISSION

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

RECEIVED
MAY [illegible] 1958
FOR [illegible]

NOTED
W. C. WILLIAMS

File 2
Date May 23, 1958

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

1 Su P.W.
1 [illegible] 5
1 [illegible]

Re: West Slope Water District

Dear "Dutch":

On May 9 several representatives of West Slope Water District appeared before your Commission to review the matter of appraisal of facilities of the District which are to be taken over by the State Highway Department.

I am wondering whether or not I can furnish you with any additional information or whether you desire that I visit your office in Salem to confer with you regarding this matter prior to the next meeting of your Commission.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:d

cc: West Slope Water District

RECEIVED
SALEM
STATE [illegible] COMMISSION

STATE HIGHWAY COMMISSION MEETING

Delegation Carl E. Green, West Slope Water District

Date May 9, 1958

Time 2:45 p.m.

Name	City or Town	Capacity
A. P. DiBenedetto	Portland	West Slope Water Dist. Commissioner
Frank Plamer	Portland, Wn. Co.	Water Supt.

Attl given to Williams 5/28

STATE HIGHWAY COMMISSION MEETING

Delegation Carl E. Green, Consulting Engr., Portland, re settlement of West Slope Water District's Claim for rearrangement of facilities on Canyon Road necessitated by construction of Sylvan Sect. of Sunset Hwy. and Hwy Dept's Maint. Headquarters at Sylvan.

Date May 9, 1958

Time 2:45 p.m.

Name	City or Town	Capacity
1. Carl E. Green (spokesman)	Portland	Consulting Engr.
2, Richard Atiyeh	"	Chairman, West Slope District Bd.
3 Robert Recken	"	Atty., "

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date May 1, 1958 appear 5/9/58

AGENDA
MAY 8 1958

State of Oregon
Highway Commission
Salem, Oregon

Re: West Slope Water District

Dear Sirs:

This will acknowledge your letter of April 29 regarding appearance of the Board of Commissioners of the West Slope Water District before the Highway Commission on May 9 at 2:45 P.M. The Board will plan to be present at that time.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:ddc

cc: West Slope Water District

2:45 pm
May 9, 1958

RECEIVED
MAY 2 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

D

April 28, 1958

Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Attention: Mr. Carl E. Green

Dear Sirs:

In your letter of April 25, 1958, directed to Mr. W. C. Williams, State Highway Engineer, you request in behalf of the Board of Commissioners of the West Slope Water District an appointment with the State Highway Commission at its May meeting to discuss settlement of the District's claim for rearrangement of facilities on Canyon Road necessitated by the construction of the Sylvan Section of the Sunset Highway and the Highway Department's Maintenance Headquarters at Sylvan.

The Highway Commission will be glad to discuss this matter with your Board of Commissioners. Its May meeting is scheduled to be held in Portland on Thursday and Friday, May 8 and 9, 1958. Delegations will be heard on the second day, Friday May 9th, on which day I have reserved for the convenience of your Board of Commissioners fifteen minutes of time, starting at 2:45 p.m., which I trust is satisfactory.

This meeting of the Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams
Forrest Cooper

agenda 5/9/58

AGENDA
MAY 9 1958
D

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date April 25, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District

Dear Mr. Williams:

The matter of settlement between the State Highway Department and the West Slope Water District of matters pertaining to supply line along Canyon Road and the District's storage reservoir and property have never been resolved.

This matter has been pending for the past two years and the Board of Commissioners desire an opportunity to appear before your Commission at the time of its May meeting for discussion of the problem in order that settlement may be reached and moneys due the water district paid.

We would appreciate it if you would advise the water district if such arrangements can be made, and the hour and date at which their representatives may appear for discussion with your Commission.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By ________________ /sm

CEG:sm
cc: West Slope Water District

2:45 PM
May 8, 1958

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

D

R

RECEIVED
FEB 20 1958

FOR FILING
F 318(C)

5503

Salem, Oregon
February 19, 1958

Claim of West Slope Water District
Canyon Road

2915
4237
4480
595

MEMORANDUM TO THE FILE:

For some time the matter of reimbursement to the West Slope Water District for rearrangement of facilities on Canyon Road (Sylvan area) have been under negotiation. The District told us verbally that it would accept the sum of $32,642.82 in payment of all claims. The District was asked to state this in a letter, which it has done (attached). The second paragraph of the letter leaves the door open for further wrangling over certain facilities on the easterly 1,400 feet of the section in question. For this reason, settlement is unacceptable, and the Water District has been so informed.

The Highway Commission, at its meeting on January 16-17 approved the settlement if a complete release of all obligations were secured from the District. To date, this has not been forthcoming. The matter is being filed pending further action by the District.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

BOARD OF COMMISSIONERS
RICHARD ATIYEH
BRUCE H. AARON
LAMAR TOOZE JR.

FRANK PALMER
SUPERINTENDENT

WEST SLOPE WATER DISTRICT
WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE CYPRESS 2-2777
PORTLAND 1, OREGON

January 16, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Forrest Cooper
Deputy State Highway Engineer

Re: Canyon Road Water Supply Facilities

Gentlemen:

With further reference to the matter of settlement regarding the supply facilities of this District along Canyon Road, please be advised that we could not advise you earlier of action of our Board as intended for the reason that the regular meeting of the Commissioners scheduled for January 13 had to be deferred until the evening of January 15.

The Board of Commissioners on January 15 adopted a motion calling for a settlement in the amount of $32,642.82 covering the facilities appraised and outlined in our Engineers' letter and accompanying appraisal dated February 13, 1957, with the exception that the most easterly 1,400 feet of supply facilities are not included in the foregoing settlement or transfer.

We trust that this agreement will be satisfactory to your department and the State Highway Commission.

Very truly yours,

Board of Commissioners
West Slope Water District

By
Lamar Tooze, Jr., Secretary

LT
cc: Carl E. Green & Associates
Mr. Robert L. Recken, Attorney

NOTED
FORREST COOPER

RECEIVED
JAN 10 1958
FOR FILING

January 10, 1958

Oregon State Highway Commission

[illegible]

Gentlemen:

In the acquisition of rights of way for not only the Sylvan section of the Sunset Highway but the location of the state highway maintenance headquarters at Sylvan, considerable rearrangement was necessary in the facilities of the West Slope Water District, which included the moving of its large storage tank. It had been agreed that the Water District would be reimbursed for the actual cost of constructing a new reservoir, with the necessary change of water mains not only to the new reservoir but upon private property which the State acquired for additional right of way.

The District submitted a bill several months ago in the amount of $[illegible],747.[illegible]. We very carefully analyzed this bill and made extensive field investigations and determined that a proper amount of reimbursement would be $32,642.82.

This matter has been the subject of controversy for several months, but we are now advised by the West Slope Water District that the Board of Commissioners of the Water District will, at a meeting on the night of January 13, agree to accept the sum of $32,642.82.

As stated above, this matter has been carefully investigated and we feel that the sum of $32,642.82 is proper compensation, and I recommend your approval of such payment. This matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]
cc Mr. Tom Edwards
Mr. C. H. Maison

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

File 2

Date January 7, 1958

W. C. Williams, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Re: West Slope Water District, Storage
Reservoir, Pipe Line, etc.

Attention: Forrest Cooper
Deputy State Highway Engineer

Gentlemen:

In response to your letter of January 3, please be advised that the Board of Commissioners of the West Slope Water District plan to take official action at their regular meeting on the night of January 13 and will agree to accept the sum of $32,642.82 rather than the amount of $12,747.88.

I, therefore, suggest that this matter be placed upon the agenda for the next meeting of your Commission, and it is expected that an official letter from the Water District will be mailed on January 14, confirming this position.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: West Slope Water District

RECEIVED
JAN 8 1958
OREGON
STATE HIGHWAY COMMISSION

January 3, 1957

Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Attention Mr. Carl E. Green

Gentlemen:

Referring again to the matter of reimbursement of the West Slope Water District--your letters of December 18, 1957 and December 26, 1957--I wish to advise that if the Board of Commissioners of the West Slope Water District is agreeable to accepting the sum of $32,642.82 as payment for all obligations claimed by reason of changes in its water facilities on the Canyon Road Section, the matter will be presented to the Highway Commission for final determination at its next meeting, which is January 16 and 17, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date December 26, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District

Dear Mr. Williams:

In further reference to my letter of December 18 regarding reimbursement to the West Slope Water District, please be advised that the Board of Commissioners of the West Slope Water District have reviewed the matter at a special meeting and have instructed me to advise you that while they believe that their previous position was correct, they do not wish to prolong the matter further and engage in any controversy with your department for the purpose of obtaining the entire amount of $42,747.88. Therefore, if your Department proposes to reimburse in the amount of $32,642.72, which your Messrs. Barbee and Edwards recommended, the Water District Board at the next regular meeting on January 13 will take such official action and so advise you in writing.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: West Slope Water District
    Robert L. Recken, Attorney

RECEIVED
DEC 27 1957
OREGON
STATE HIGHWAY COMMISSION

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date December 18, 1957

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District

Dear Mr. Williams:

This will acknowledge your letter of December 13 in which you advise that you cannot recommend reimbursement to the West Slope Water District for their facilities in the amount of $42,747.88. I presume, therefore, that the amount which will be recommended to the Commission is that previously indicated by your Messrs. Barbee and Edwards in the amount of $32,642.82.

I am transmitting a copy of your letter to the Commissioners today. Since the Commissioners have a regular meeting scheduled for January 13, I trust that they will be able to advise you in advance of your January meeting as to whether or not they wish to pursue the matter further and appear before your Commission on January 16-17.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: Mr. Robert I. Recken, Attorney
Board of Commissioners, West Slope Water District

RECEIVED
DEC 16 1957
FOR FILING

F-318(6)

5503

December 13, 1957

3715
4298
4480

Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Attention Mr. Carl E. Green

Gentlemen:

In reply to your letter of November 4, 1957 in which you refer to requests for reimbursement in the sum of $42,747.88 from the Highway Department for certain changes in the facilities of the West Slope Water District, I wish to advise that I have had this matter carefully reviewed and do not feel that I can recommend this settlement to the Highway Commission.

If you wish to appear before the Highway Commission re this matter, will you please let us know by letter, and an appointment will be made. The date for the next meeting of the Commission is January 16-17.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me hi

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1957

SUBJECT:

#623

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Relative to your Assignment 595, West Slope Water District, Mr. Green states that said District let a contract in 1955 for the reconstruction of their water mains; as stated by him, our plans in the early part of 1955 were based on widening the highway on the southerly side, or on the opposite side where his mains were being located. In August of 1955 our plans were changed to the widening of the northerly side. Mr. Green states that the construction of the main revision was completed early in 1956, so it is very doubtful if his contract was awarded prior to the time that our thinking was changed to the present location. Under our plans for widening on the northerly side we would have filled over the three gate valves he mentions at a depth approximating the present embankment.

It is true that after this point our plans were revised from the highway road connection to a point somewhat farther west than originally planned, creating an additional fill over some of his pipe line, and over the drain valve. Mr. Green states that Water District plans were submitted to our division office in Portland, but I can find no record of his having furnished us a cost estimate of this work or plan for approval as requested in Mr. William's letter of May 12, 1953.

We have recently recommended that a settlement for the West Slope Water District revisions to their facilities be made in the amount of $32,642.82. This was based upon the premise that the easterly 1400 feet of their line had been changed unnecessarily and without concurance of this department. If the line had only been changed to that point, the present question of revision in our plans at Highlands Road Connection would not be pertinent. Based on this fact I would recommend that the Highway Department not cooperate in the construction of the manhole mentioned in Mr. Green's letter.

The West Slope Water District have a permit from the Highway Department permitting a crossing of the highway at Station 123+00. This is their present crossover and is in the location of the gate valves mentioned by Mr. Green. The balance of their revision was made along the Canyon Road under a permit from Multnomah County, which carries substantially the same wording as our permits for this type of work, namely that any revisions in the facilities shall be made at the owner's cost.

Mr. Green does not give an estimated cost of the work that in his opinion is required, but does request a meeting with some representative of our department. I am attaching a rough draft of a letter to Mr. Green stating that we will be glad to meet and discuss the matter with him.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Ass't Construction Engineer

DJB:jk

RECEIVED
DEC 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Further reply is made concerning the letter of November 4th from Carl Green re reimbursement for revision of the West Slope Water District's facilities in the vicinity of Sylvan.

I have again contacted both the Division Office and Mr. Green in regard to this matter. I can unearth no facts not set forth in my letter of July 2nd, 1957. The Division Office steadfastly maintains the position that they never instructed the West Slope Water District to proceed. In discussing the matter with Carl Green, he repeatedly stated that the matter had been discussed both with Mr. Skelton and with Mr. Williams at this office. He did not, however, at any time make a flat statement that the work had been authorized on a reimbursable basis.

I must, therefore, stand with the recommendation made in my letter of July 2nd, namely, that we reimburse the West Slope Water District in the amount of $32,642.82.

Tom Edwards
Construction Engineer

TE:AR

RECEIVED
NOV 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

File 2

Date November 13, 1957

RECEIVED
Cooper
By State

PLEASE RETURN TO
FORREST COOPER

State Highway Department
Salem, Oregon

Re: West Slope Water District

Gentlemen:

In 1955 the West Slope Water District let a contract for the installation of a new water supply line from the Highlands Junction and Canyon Road Westerly to a point near the Washington-Multnomah County line for the purpose of having the District's supply main and storage reservoir removed from conflict with the proposed improvement of the Canyon Road Highway as then planned by the State Highway Department. At that time the plans called for widening on the south side of Canyon Road where the District's supply line was located. Plans for the proposed work of the Water District were submitted to both your Division Office in Portland and the Multnomah County Road Department for clearance before the job was undertaken. Construction was completed in early 1956.

Early this year Mr. Broadwell of the Division Engineer's Office advised the writer that the Highway Department was considering changing their plans in the area in such a manner that Canyon Court would be covered with a fill for a substantial distance and Canyon Road widened on the north side rather than on the south side. I called attention to the fact that any considerable fill would make the maintenance and repair of the pipe line extremely difficult in the future.

As the highway is now being constructed, the fill over the pipe line will range to a maximum of 16 or 20 feet, a blow-off valve will be buried about 24 or 25 feet, and three gate valves at the old Highlands Junction will be buried an additional depth of 11.7 feet, making a total cover of about 15 feet. In order to reach the three gate valves in question, it will be necessary to construct a concrete vault having a total depth below road of about 18 feet or more and having an inside diameter at least 9' x 9'. The drain valve mentioned above cannot be reached by a manhole or similar structure unless it has a total depth in the order of 24 or 25 feet. The extreme difficulty of ever attempting to excavate along this pipe line for any repair or maintenance purposes in the future should be obvious; further, the damage which would result to the road from a break or leak in the line should also be obvious.

The Water District does not believe that the conditions which will result upon completion of the State Highway Department reconstruction program will be satisfactory either to the Water District or to the Highway Department.

The Board of Commissioners on the night of November 12 directed me to so advise you and request a meeting with your representatives for the purpose of finding a satisfactory and equitable solution to the problem.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: West Slope Water District
A. G. Skelton, Division Engineer, State Highway Department
Robt. L. Recken, Attorney

RECEIVED
NOV 14 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1957
FOR FILING
F-318(6)

REFERRED TO
Cooper
By State Highway Engineer

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 25503

Date November 4, 1957

2915

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: West Slope Water District

Dear Mr. Williams:

During 1955 the West Slope Water District reconstructed a substantial portion of its water supply main from Portland and a new reservoir in order to provide uninterrupted service to the water district during rebuilding of the Canyon Road State Highway. The work also contemplated releasing to the State Highway Department the District's property upon which a steel reservoir is located. A copy of my letter of August 24, 1956 to your Division Engineer regarding these matters is attached.

During December of 1956 an appraisal of the facilities was worked out with your Right of Way Agent, Mr. C. E. Smith, and transmitted to your Division Office.

In August and October I conferred with your Mr. Barbee, Construction Engineer, relative to this matter, and he advised that his department was willing to recommend compensation to the District totaling $32,642.82 rather than the $42,747.88 total worked out with Mr. Smith. The lesser valuation was based on the theory that it was not necessary to extend the new pipe work as far as the Highlands Junction. This matter has been thoroughly reviewed and discussed with the Board of Commissioners of the Water District, and they wish to advise as follows:

The work in question was first a subject of discussion and investigation in 1949 and continued through the years until the District constructed a new supply line and reservoir two years ago. During the course of negotiations regarding this work, various matters pertaining to highway construction were discussed on many occasions with Mr. Harry Broadwell and Mr. A. G. Skelton of the Division Office and they were also reviewed with you at Salem. The Highway Department planning provided for widening on the south side between Sylvan and Highlands Junction. As a result of the various conferences it was determined that the most satisfactory solution was to construct a new supply line along Canyon Court north of the highway and build a reservoir on the north side of the right of way rather than on the south side. The Highway Department was given permission to install cribbing on the Water District's reservoir property in order that the first stage of highway improvement at Sylvan might be constructed. Considerable difficulty was encountered in acquiring a suitable reservoir site on the north side of the highway, but the land was acquired, bonds were submitted to the people and approved, and the construction work accomplished.

Plans for the work were submitted both to the State Highway Department and to the Multnomah County Road Department before construction contracts were let for the work.

The Board of Commissioners of the Water District believes that throughout the entire proceedings that the District and its representatives have endeavored in good faith to cooperate with the Highway Department and to build the new facilities in a manner consistent with the Highway Department plans. They believe further that the change in construction plans in the vicinity of Highlands Junction have come about only in relatively recent months, well after the Water District's relocated pipe line was constructed in accordance with the plans the Highway Department then had for reconstruction. Because of these facts the Board feels that the District should be entitled to compensation based upon the entire amount of the work done without the omission of approximately 1,400 feet of line lying west of Highlands Junction.

If the Department does not see fit to recommend such compensation to the Highway Commission, then the Board of Water Commissioners requests an opportunity to appear before the Highway Commission to substantiate its position that the reimbursement should be based upon the entire amount worked out with your Right of Way Agent.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: Mr. A. G. Skelton, Division Engineer, Portland
West Slope Water District
Mr. Robert Recken, Attorney

FORM 230—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1957

SUBJECT: West Slope Water District
Re-arrangement of Facilities
Sylvan Area
Sunset Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Regarding your assignment of July 26 on the above named matter, I met with Mr. Carl Green, engineer of the West Slope Water District. After discussing the matter with Mr. Green, he was sure that the Water District would accept our offer of $32,642.82. Mr. Green will discuss the matter with the commission of the West Slope Water District in the near future, and advise us of their attitude.

I wish to point out, however, that this estimate of $32,642.82 was for the revision of the mains only, and does not take into account the cost of the land which we would have to acquire from the West Slope Water District. The estimate of the Right-of-Way Department on this property is $1,734.75.

Tom Edwards
Construction Engineer

By D. J Barbee
D. J. Barbee
Ass't Construction Engineer

DJB:jk

RECEIVED
AUG 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 26, 1957

West Slope Water District
rearrangement of facilities,
Sylvan area

Mr. Tom Edwards
Construction Engineer
Department

Referring to the matter of a bill of the West Slope Water District for rearrangement of facilities in the Sylvan area along Canyon Road, will you please discuss this matter with someone in authority in the District, presumably Carl Green, to see whether a compromise can be reached with the approximate figure listed in Mr. Shaw's report dated June 18, 1957; namely, $32,642.82. If such an agreement can be reached, the matter will be presented to the Highway Commission with the recommendation "do pass".

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

FORM E20—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2nd, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I delineate as follows as best I can the facts concerning the revision of the West Slope Water District's facilities:

1. Under date of October 7th, 1948 a description and Authority to Negotiate were submitted to the Right of Way Division covering property on which the West Slope Water District's tower sat. The Authority to Negotiate was signed by Broadwell, Smith and Williams.

2. Several discussions apparently took place regarding the matter to the end that Mr. Williams wrote the Board of Commissioners on May 12th, 1953 advising them of the Commission's long range plan to construct the Sylvan Interchange and 6-lane Canyon Road. He asked for an estimate of cost of revised facilities.

3. Various other discussions took place in 1953 and on September 22nd, 1953 Carl Green was given a set of the proposed plans.

4. On April 28th, 1955 Green supplied a revised plan to the Portland Division stating that bids were to be opened on May 9th for the system revision and advising that as soon as possible the cost data would be submitted.

5. A pipe line permit was issued to the West Slope Water District on September 7th, 1955 to cover the installation.

6. On August 24th, 1956 Carl Green wrote to Mr. Skelton stating they had constructed the new plant and mains and it was necessary to recover the costs. The old system was not removed and is in place to this date but inoperative.

7. On January 15th, 1957 the option covered by the Authority for Negotiation signed in 1948 was executed by the Right of Way Division.

8. The option has never been approved.

9. The option was broken down into:

(a) Pipe and Fittings	$34,188.24
(b) Valve Box	1,286.33
(c) Tank and Foundation	7,383.40
(d) Land	1,734.75
Total	$44,592.72

10. The reservoir was built at a different location than anticipated in dealing with the Highway Department and pipe sizes were larger than those in place.

11. Lloyd Shaw has made an analysis of the project as per the attached letter indicating a reduction to $32,642.82.

12. The analysis made by Shaw is based on:

(a) Replacement in kind and size of facilities moved.
(b) Depreciation based on expected life as compared to life of the facility prior to removal.
(c) Ten per cent engineering costs.
(d) Replacement or removal of only those facilities to permit construction of the Sylvan Interchange.

On this basis, I recommend that the Commission be advised of the need for revision of the facilities to construct the Sylvan Interchange, the need for the land upon which the original water tower stood, and that compensation be made in the amount of $32,642.82.

I attach hereto roll of plans indicating the revisions made.

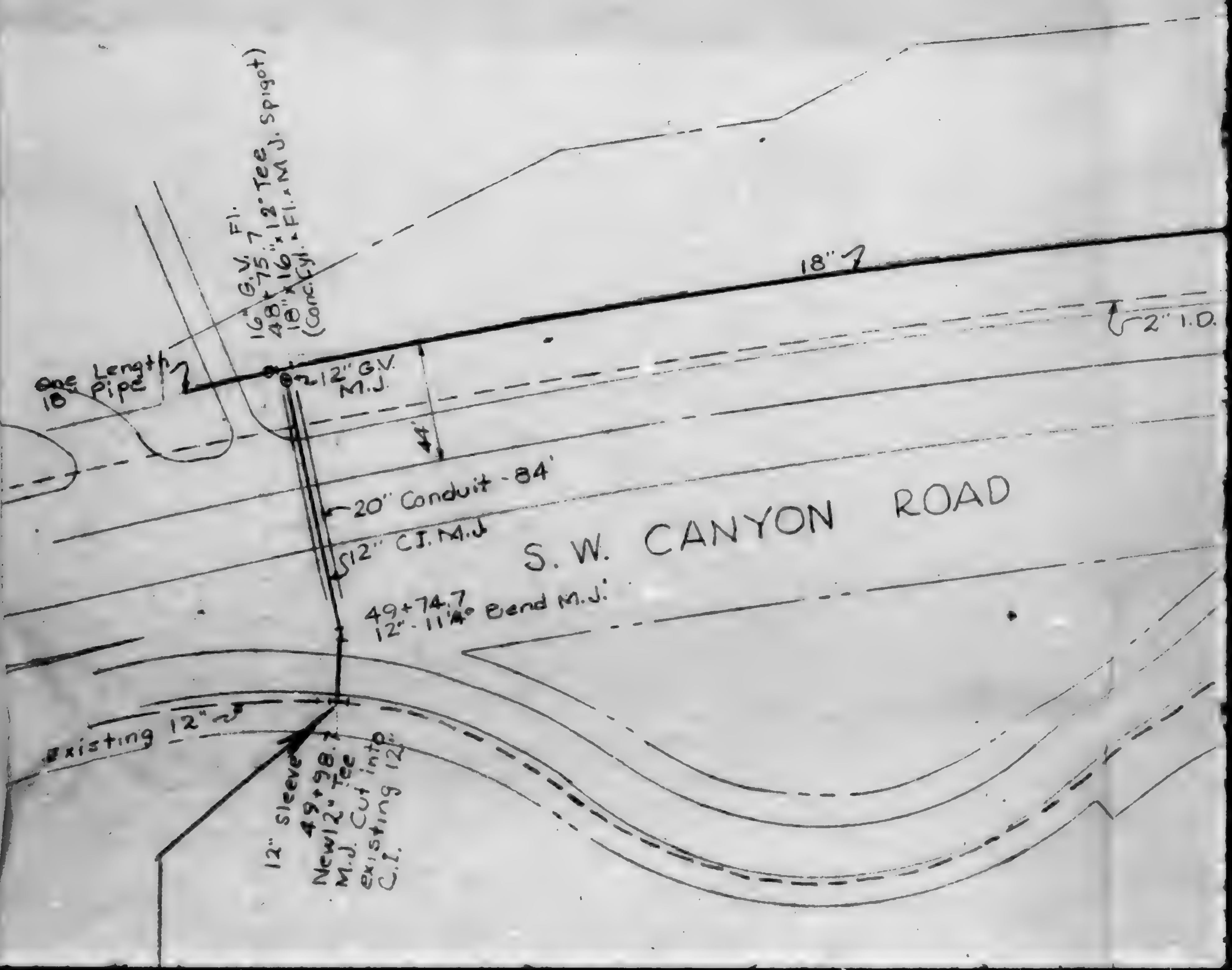
Tom Edwards
Construction Engineer

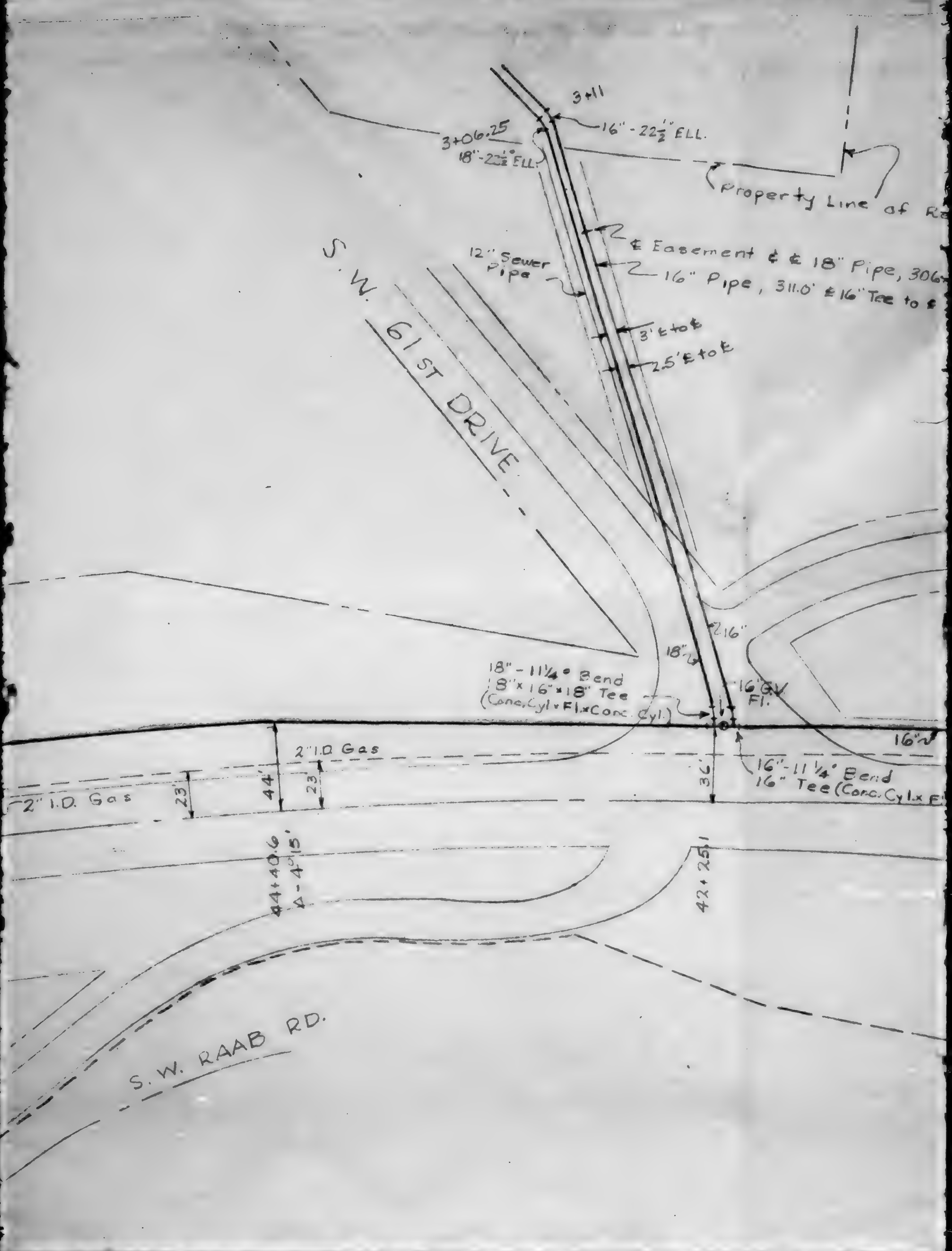
TE:AR
Enc.

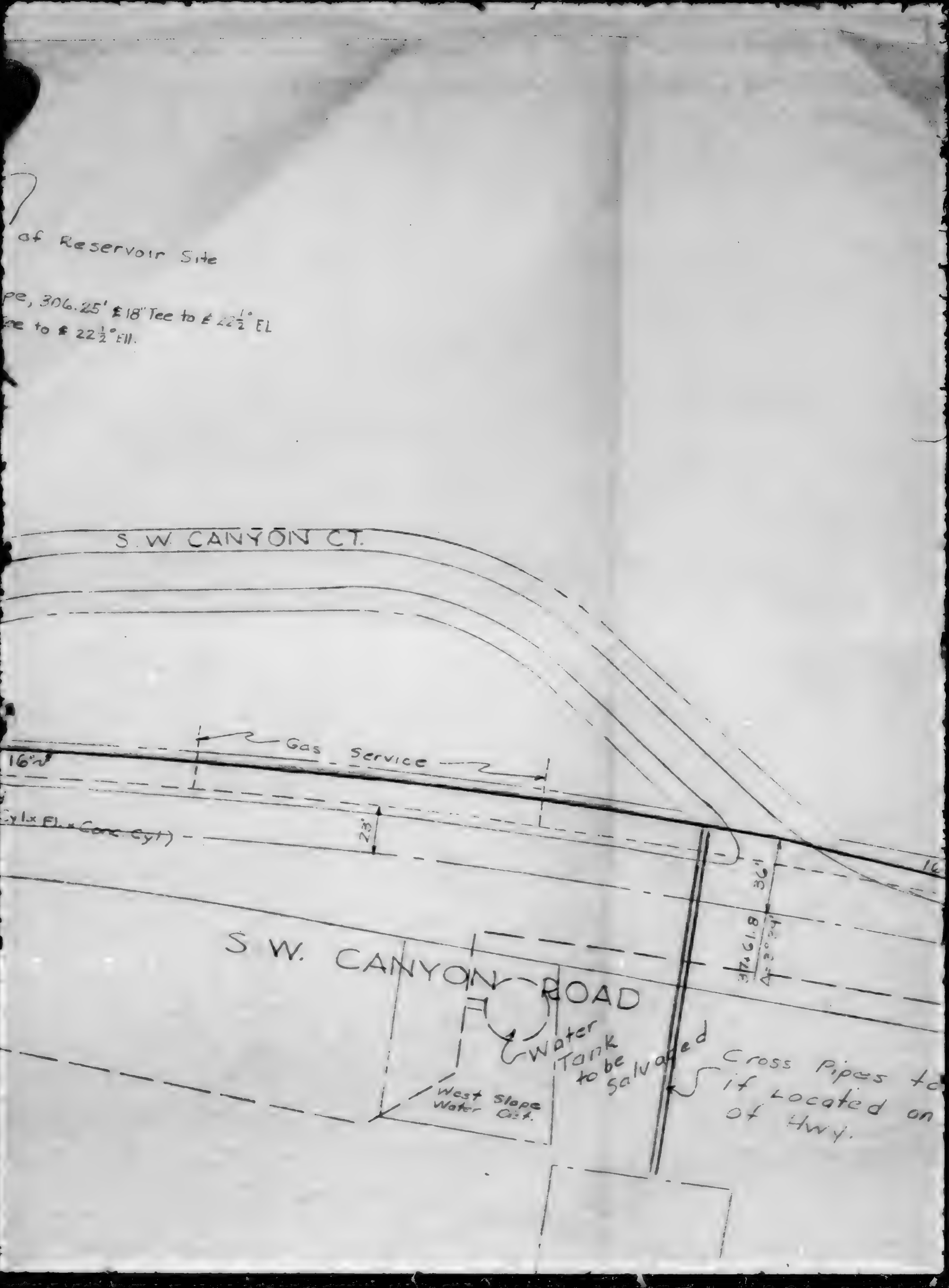
RECEIVED
JUL 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

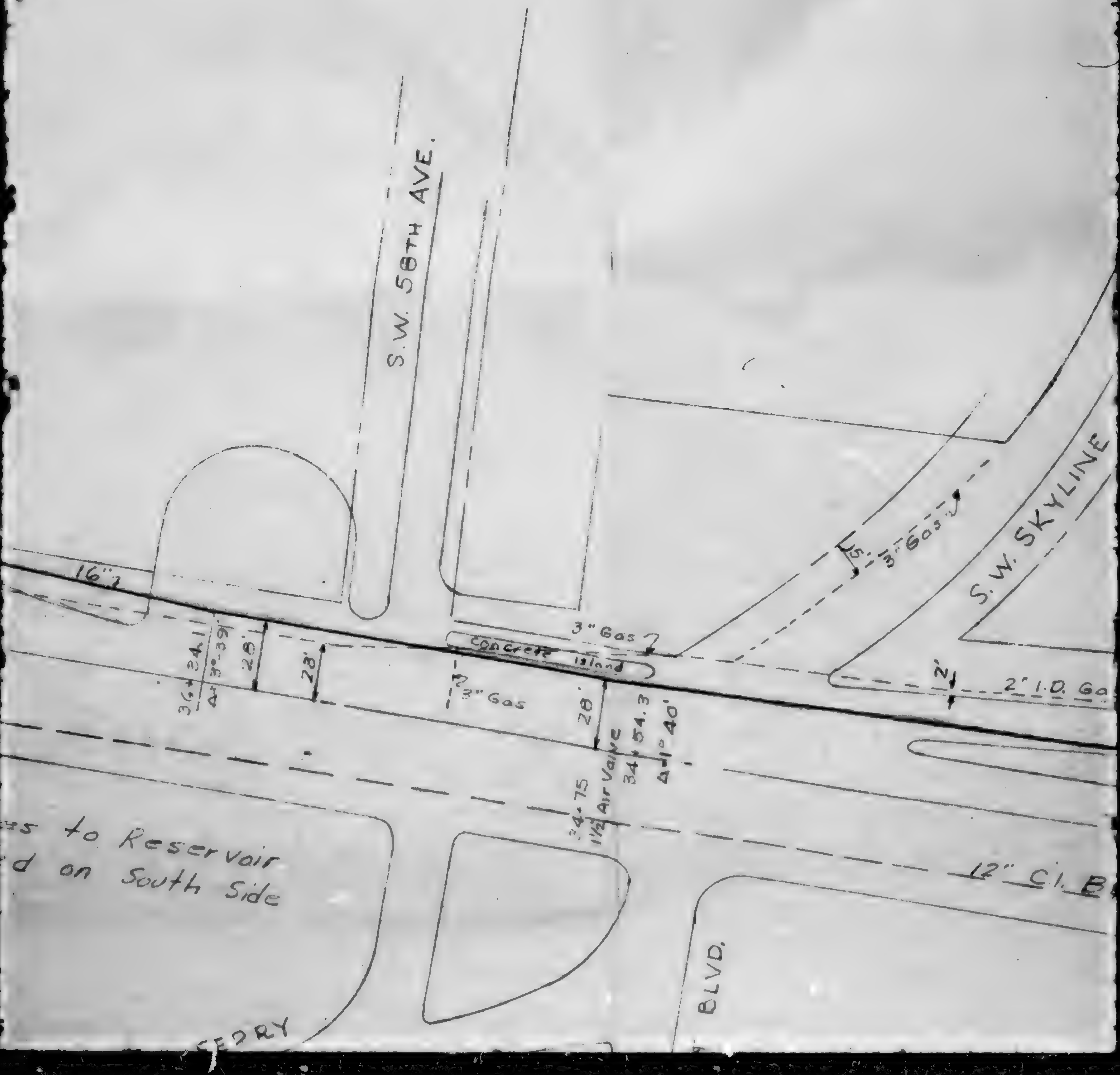
MAP SHOWING
OREGON STATE HWY DEPT PARTICIPATION IN
WEST SLOPE WATER DISTRICT
SUPPLY LINE IMPROVEMENT

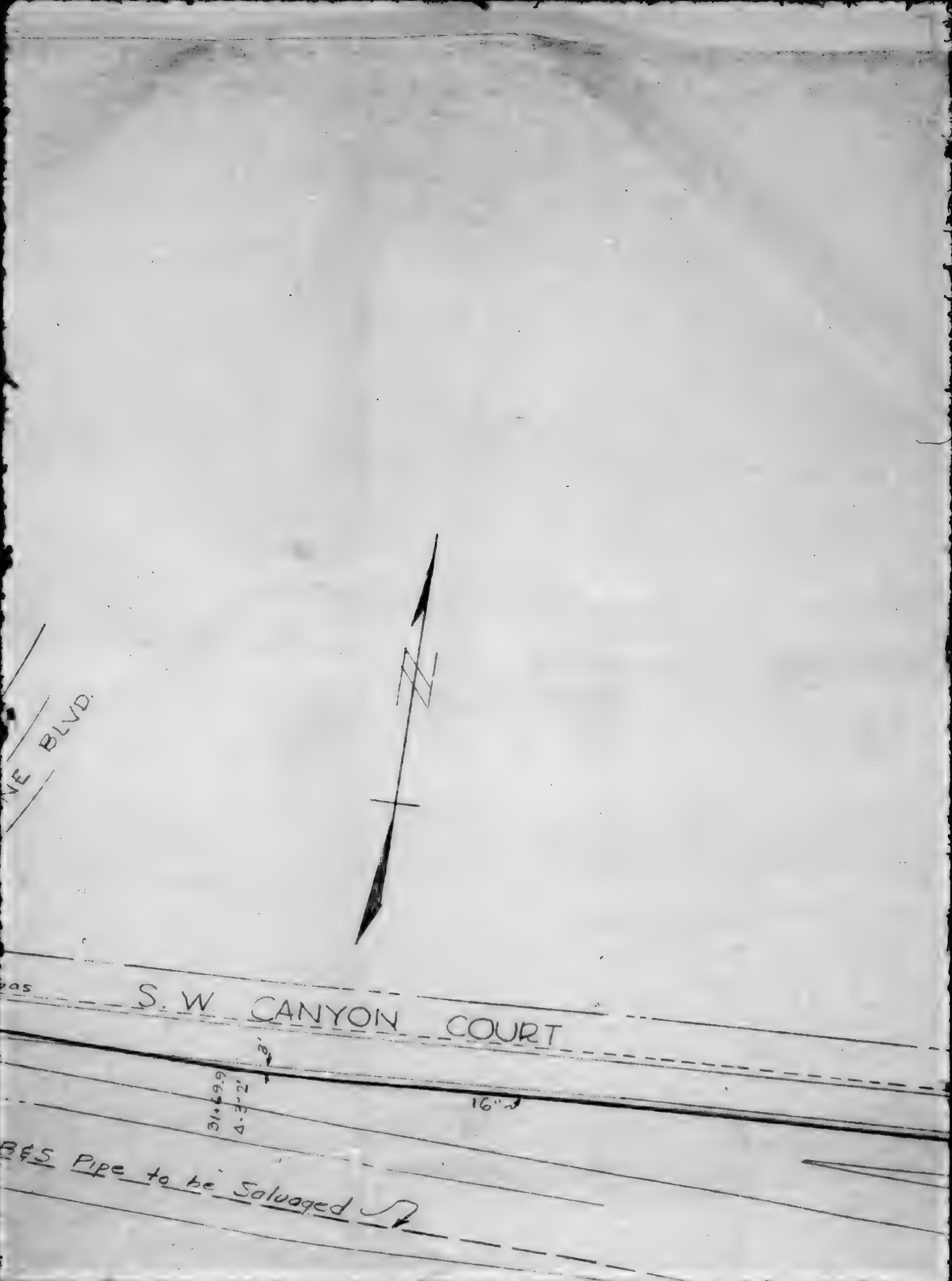
(COLORED)


16" G.V. Fl.
48+75.7
18"x16"x12" Tee
(Conc. Cyl. x Fl. x M.J. Spigot)
18"
2" I.D.
One Length 18" Pipe
12" G.V. M.J.
4'
20" Conduit - 84'
12" C.I. M.J.
S. W. CANYON ROAD
49+74.7
12"-11¼° Bend M.J.
Existing 12"
12" Sleeve
49+98.7
New 12" Tee M.J. Cut into existing 12" C.I.


3+11
3+06.25
16"-22½° ELL.
18"-22½° ELL.
Property Line of Re
℄ Easement & ℄ 18" Pipe, 306
12" Sewer Pipe
16" Pipe, 311.0' ℄ 16" Tee to ℄
3' ℄ to ℄
2.5' ℄ to ℄
S.W. 61ST DRIVE
16"
18"
18"-11¼° Bend
18"x16"x18" Tee
(Conc. Cyl x Fl. x Conc. Cyl.)
16" G.V.
Fl.
16"
2" I.D. Gas
16"-11¼° Bend
16" Tee (Conc. Cyl. x F
2" I.D. Gas
23'
44'
23'
36'
44+40.6
Δ-4°15'
42+25.1
S.W. RAAB RD.


of Reservoir Site
pe, 306.25' ℄ 18" Tee to ℄ 22½° EL
ee to ℄ 22½° Ell.
S.W. CANYON CT.
Gas Service
16"
Cyl x El. x Conc. Cyl)
23'
36'
37+61.8
S.W. CANYON ROAD
Water Tank to be salvaged
West Slope Water Dist.
Cross Pipes to
if Located on
of Hwy.
16


S.W. 58TH AVE.
S.W. SKYLINE
16"
5'
3" Gas
3" Gas
Concrete Island
3" Gas
28'
28'
28'
36+34.1
Δ 3°-39'
34+75
1½ Air Valve
34+54.3
Δ 1°40'
2'
2" I.D. Ga
12" C.I. B
ss to Reservoir
d on South Side
BLVD.
FERRY

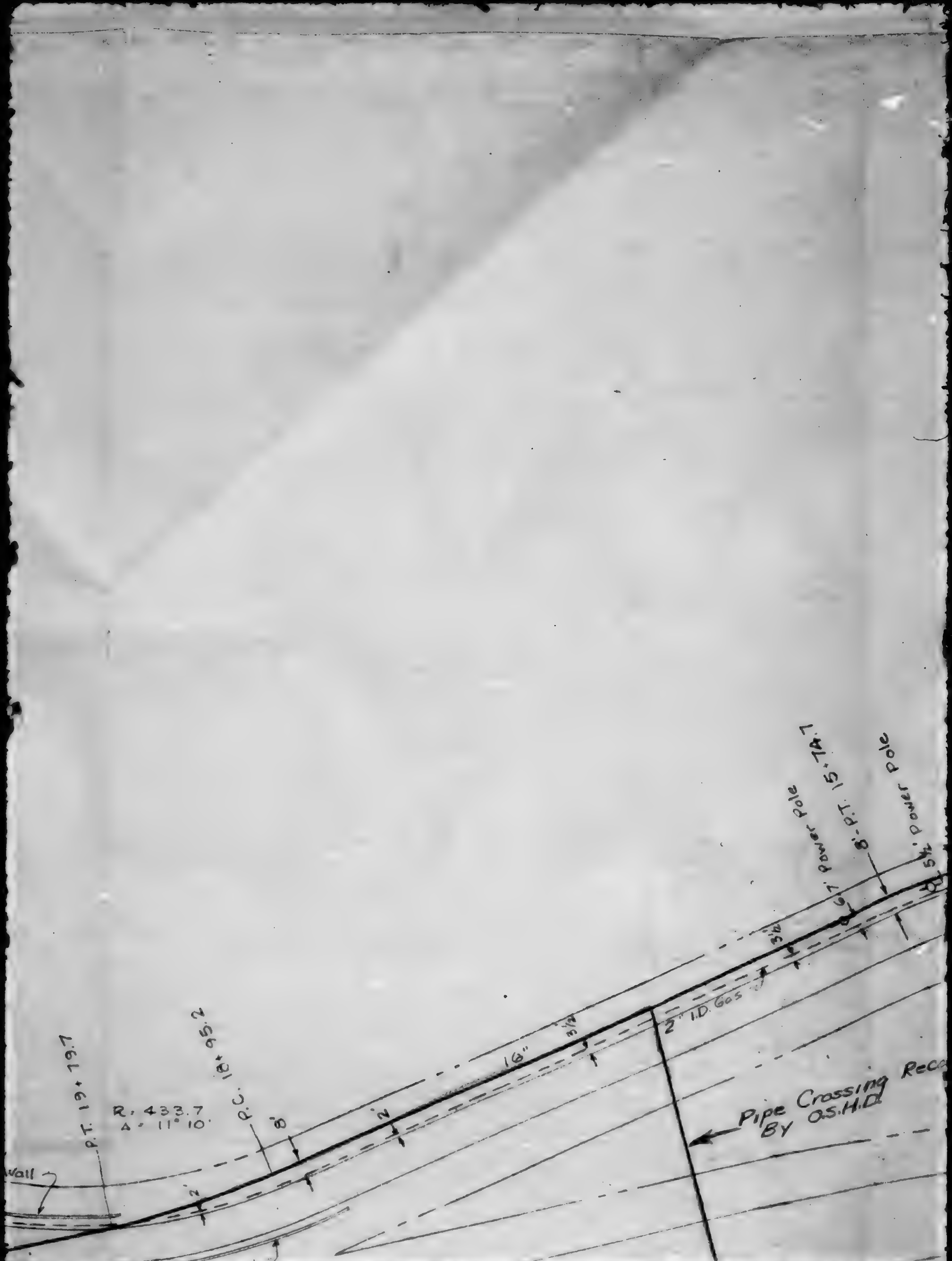

NE BLVD.
gas
S. W. CANYON COURT
3'
31+69.9
Δ 3-2'
16"
B&S Pipe to be Salvaged

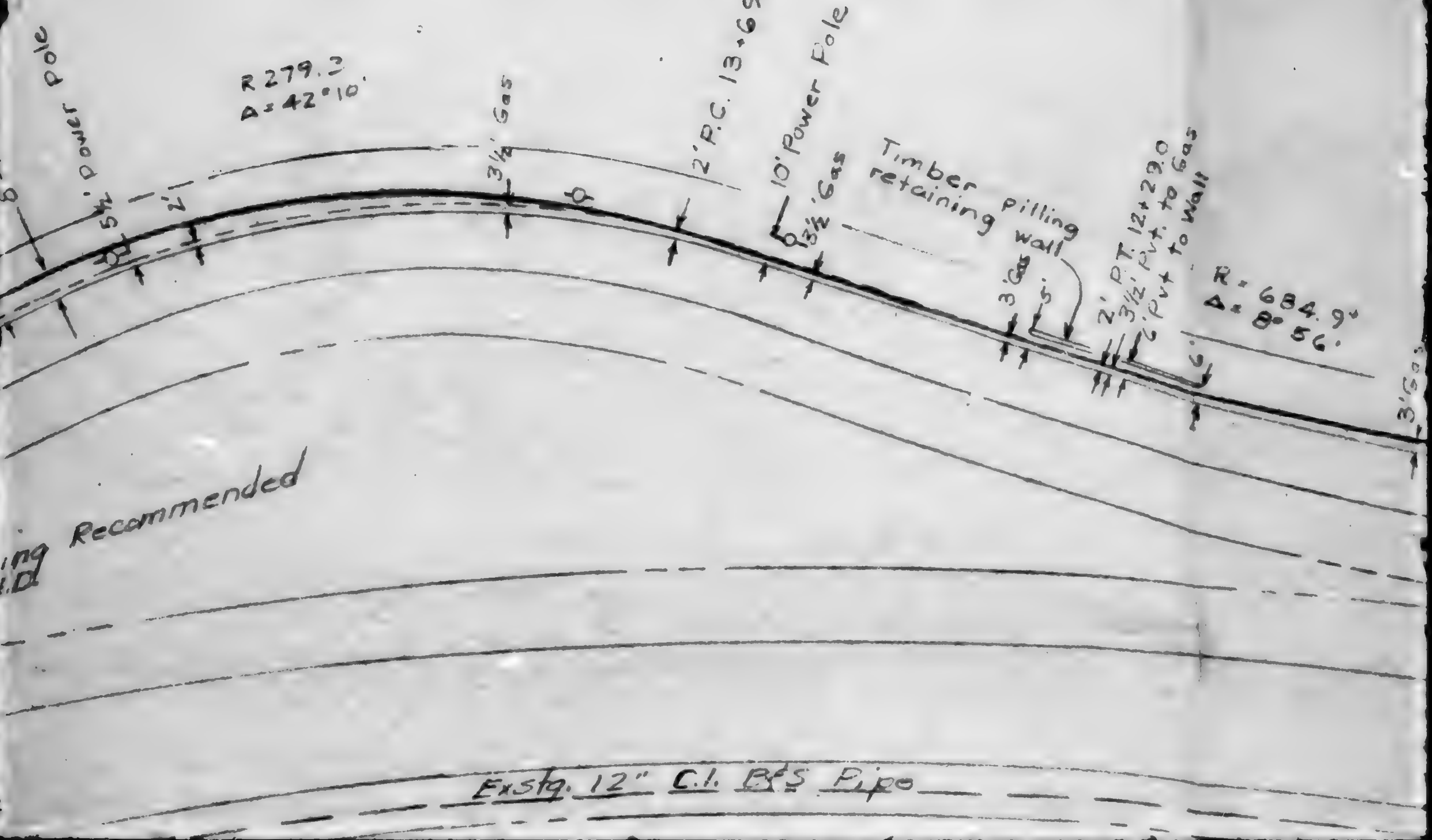
WEST

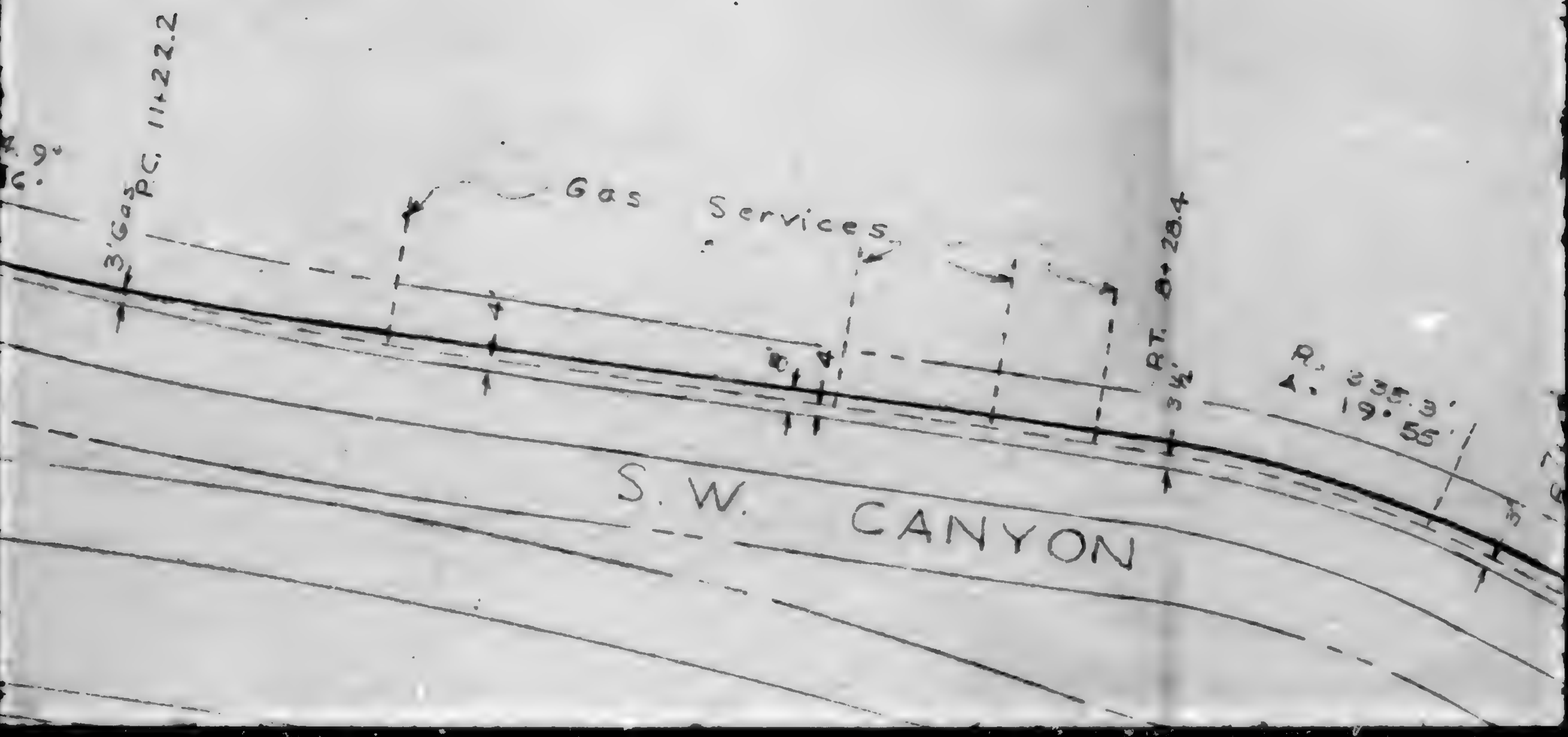
SUPPLY
HIGHLAND
Dec

WEST SLOPE WATER DISTRICT
PORTLAND, OREGON
SUPPLY LINE IMPROVEMENT
GHLANDS JUNCTION to SYLVAN
Dec 31 - 1957

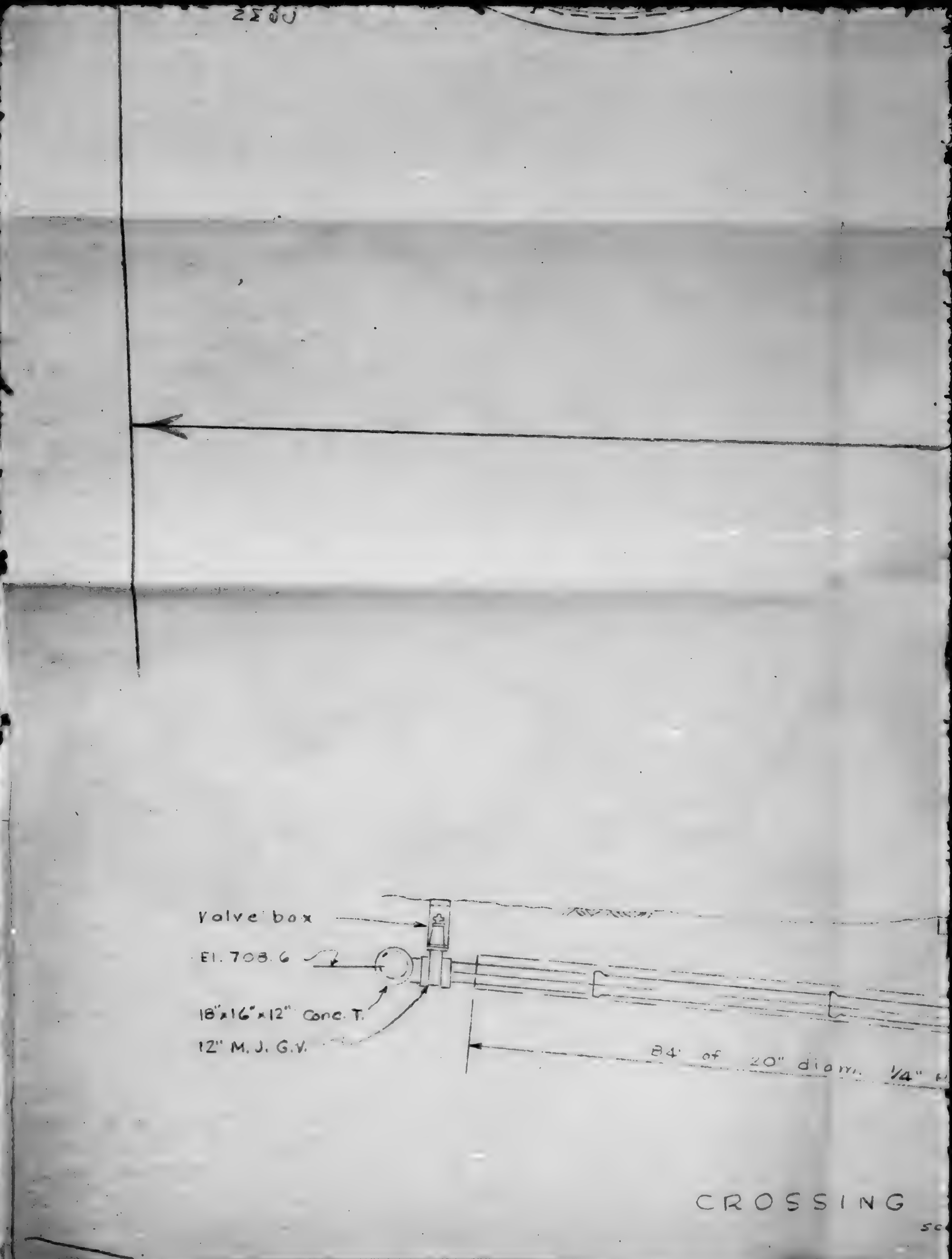
2'
Stone Retaining Wall
2'


Wall
P.T. 19+79.7
R. 433.7
Δ 11° 10'
P.C. 18+95.2
8'
2'
2'
16"
3½
2" I.D. Gas
3½
6.7' Power Pole
8'-P.T. 15+7A.7
5½' Power Pole
Pipe Crossing Rec
By O.S.H.D.
Wall

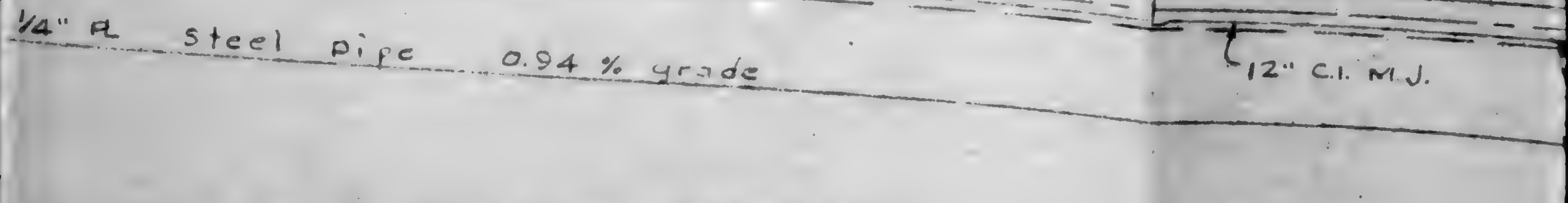

8'
5½' Power Pole
5½'
2'
R 279.3
Δ = 42°10'
3½' Gas
2' P.C. 13+69.1
10' Power Pole
3½' Gas
Timber pilling retaining wall
3' Gas
5'
2' P.T. 12+29.0
3½' Pvt. to Gas
6' Pvt. to Wall
6'
R = 684.9'
Δ = 8°56'
3' Gas
ing Recommended
d.D.
Exstg. 12" C.I. B&S Pipe


4.9
6.
3' Gas
P.C. 11+22.2
Gas Services
4
8
4
P.T. 8+28.4
3½
R. 335.3'
Δ. 19°55'
3
S.W. CANYON

P.C. 7+11.9
10'
5'
S.W. HIGHLAND PARKWAY

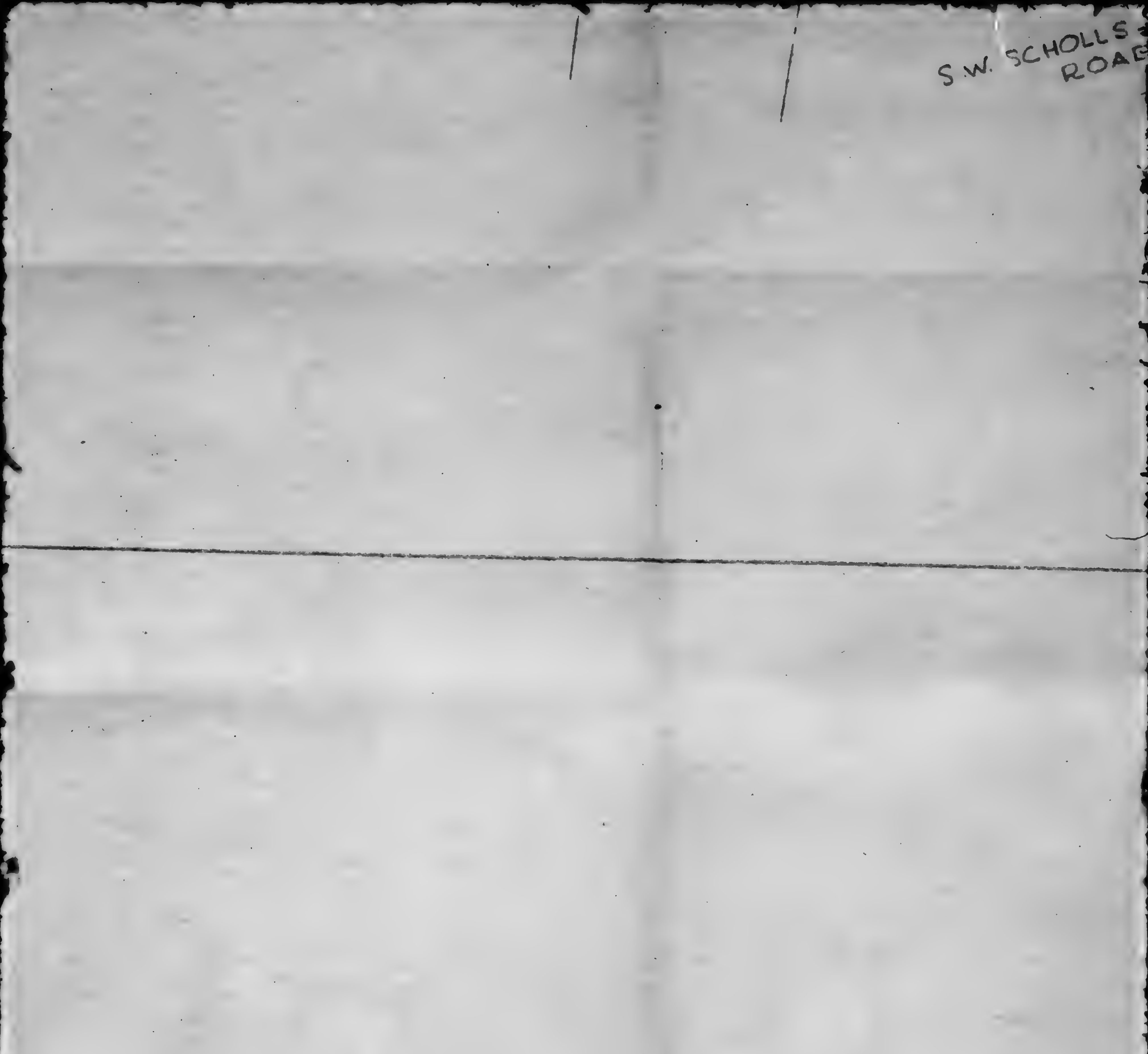

Valve box
El. 708.6
18"x16"x12" Conc. T.
12" M. J. G.V.
84' of 20" diam. 1/4"

CROSSING


S.W Canyon Road
1/4" ɸ steel pipe 0.94 % grade
12" C.I. M.J.

G TO S. W. RAAB ROAD

scale 1" = 5'


S.W. SCHOLLS
ROAD
12"-11¼° Elb.

OLLS FERR
ROAD
S.W. HEWETT

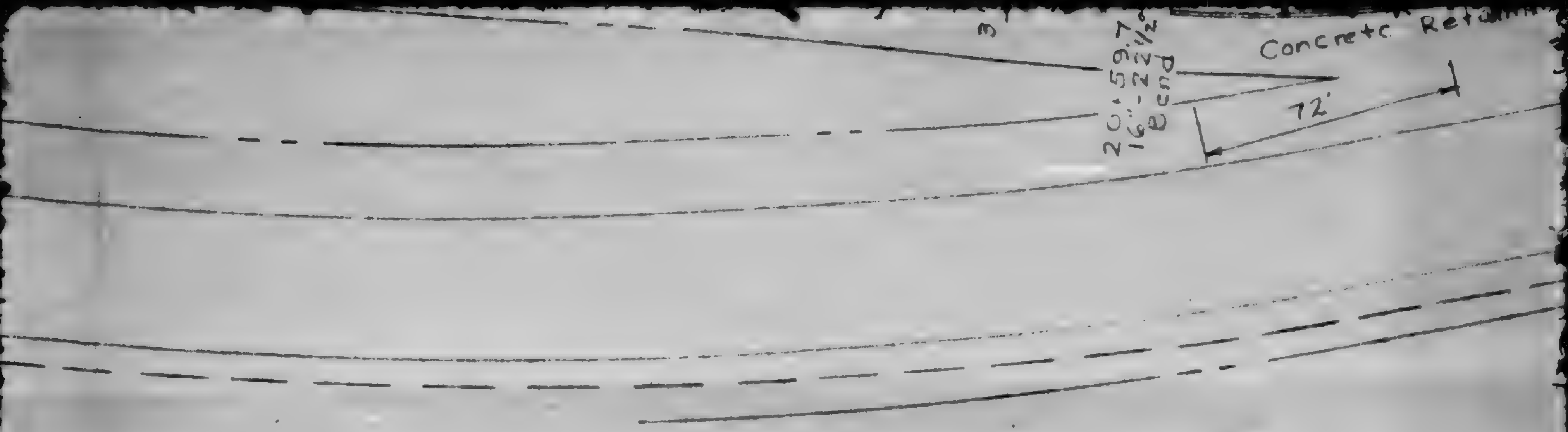
. Recommended Limits o

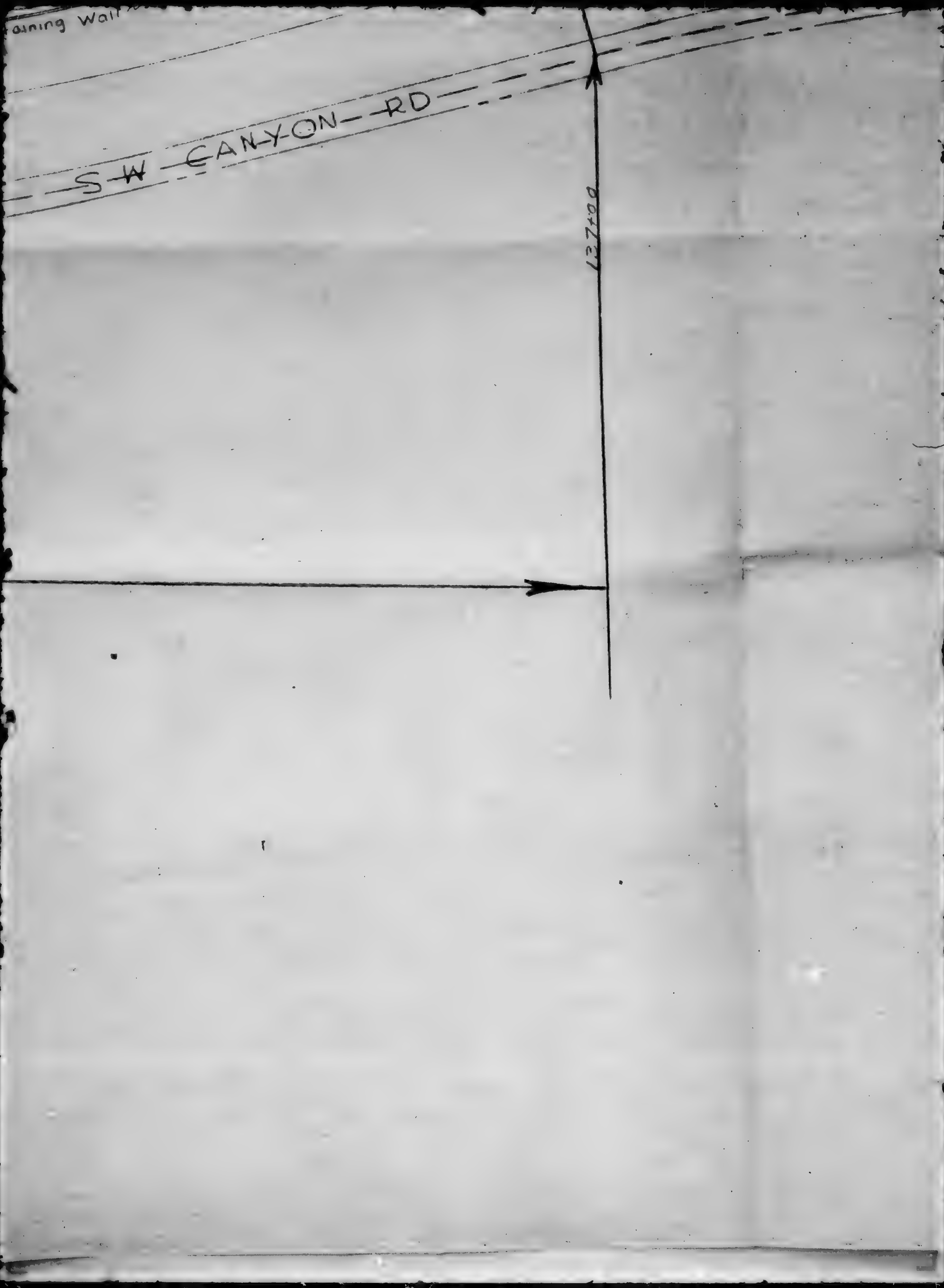
* Note: The Highway Dept. settlement inclu
[illegible] the additional cost forced
this relocation. The Highway
to the reservoir site on the Nor
proposed South Side reservoir

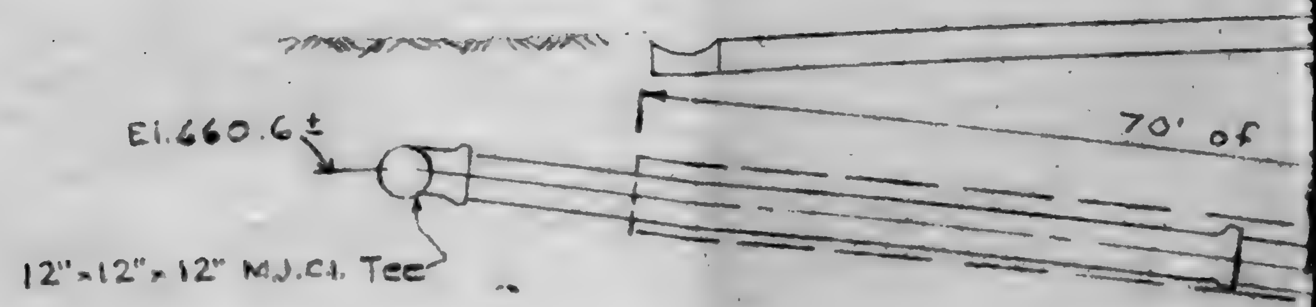
El 710.2
12" M.J. Tee

s of Highway Dept. Participation*

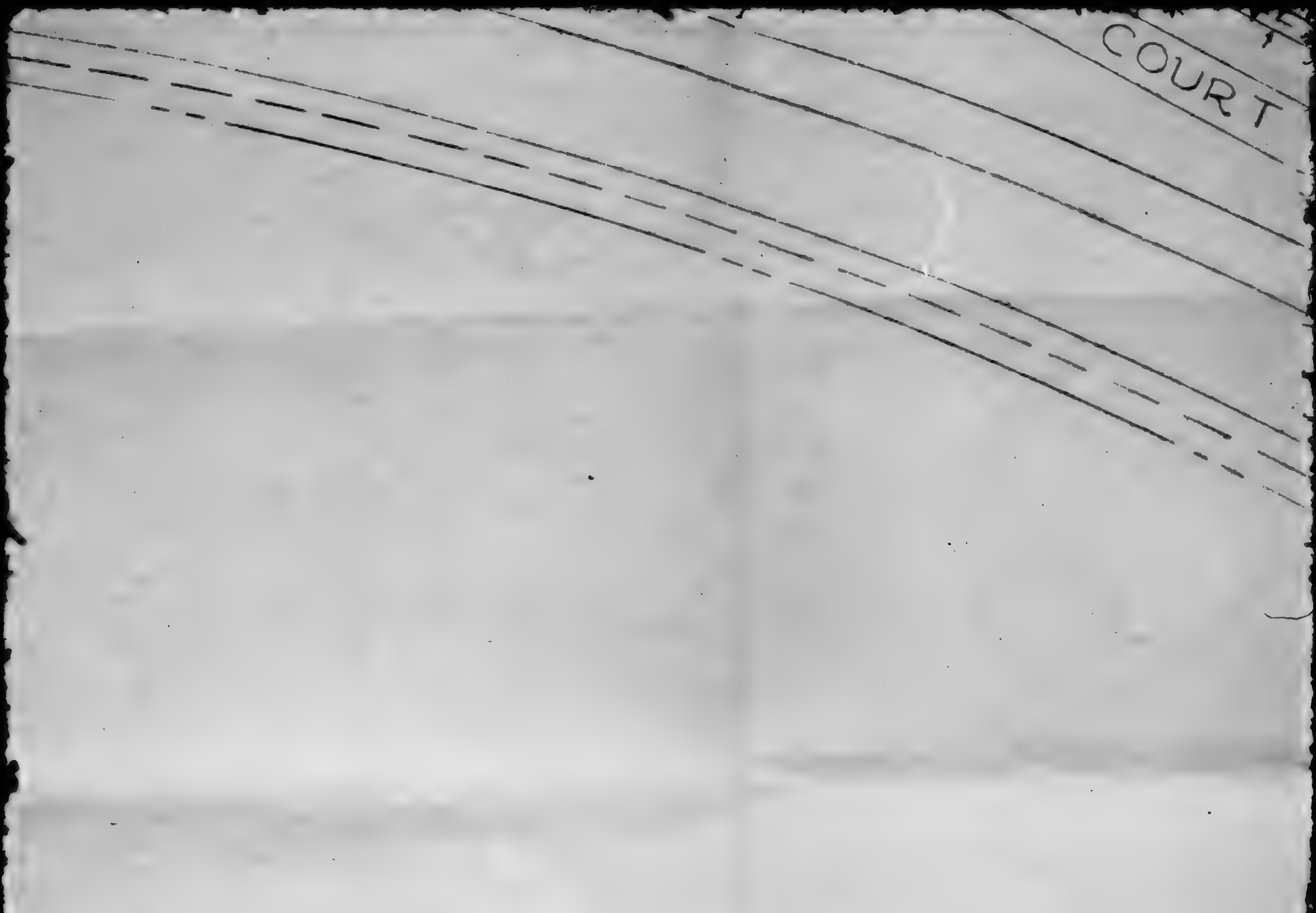
[illegible] in kind of the existing line
ed on the West Slope Water Dist [illegible]
ay Dept will co-operate in the [illegible] pipe connection -
North side to the amount of crosspipe to it's
ir relocation.


3
20+59.7
16"-22½°
Bend
Concrete Retai
72'


aining Wall
S W CANYON RD
137+00

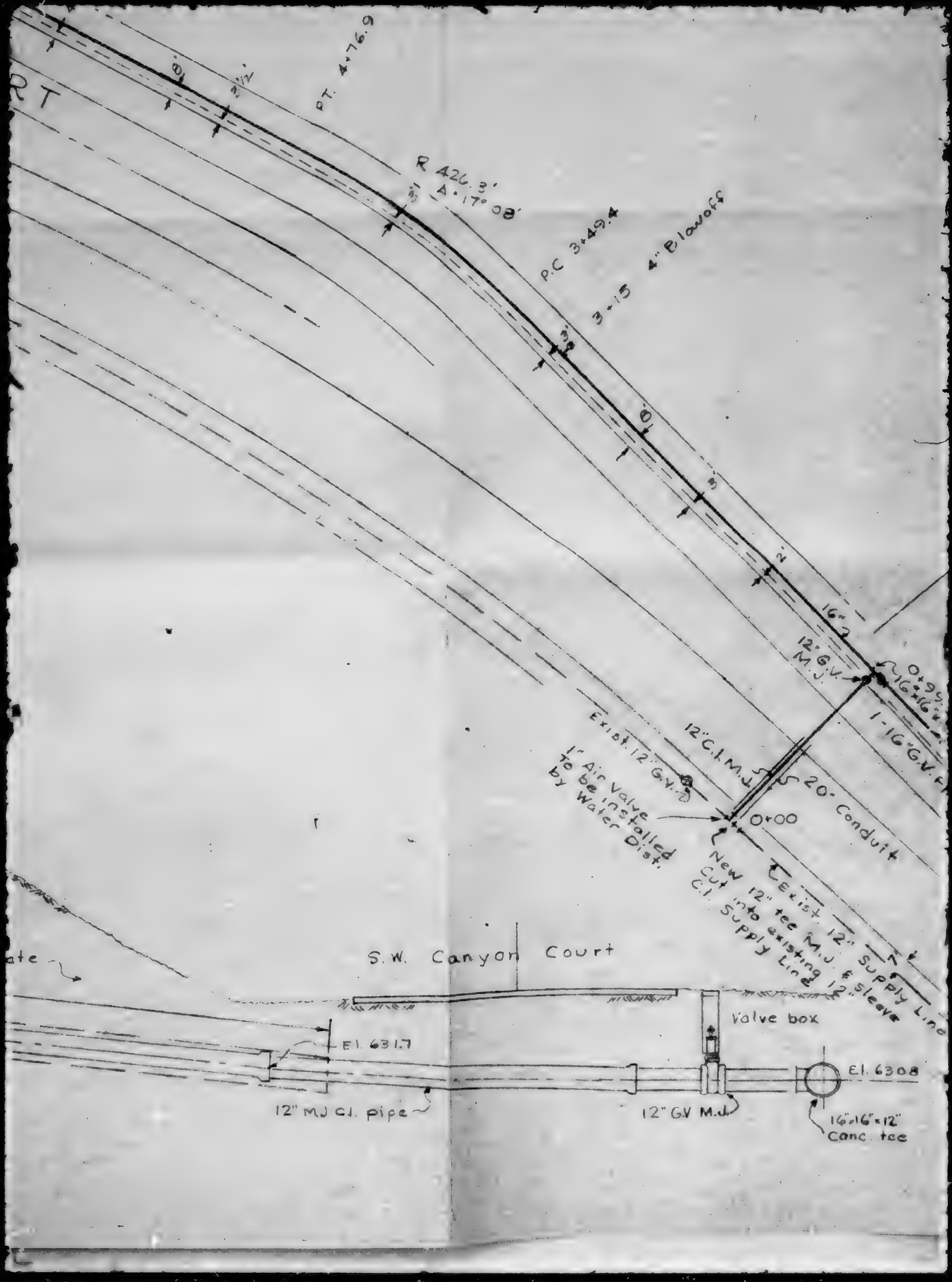

El. 660.6±
12"×12"×12" M.J.C.I. Tee
70' of

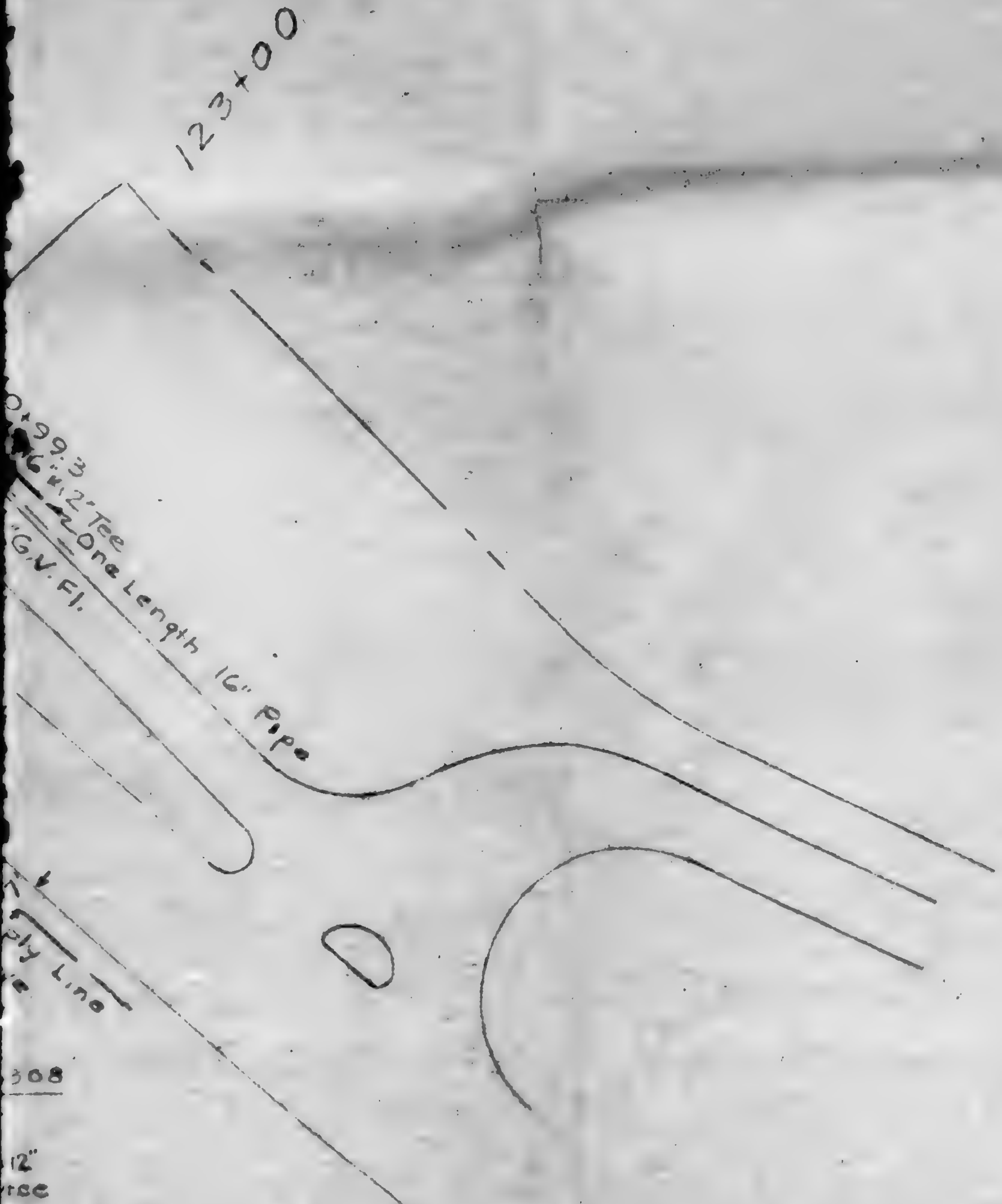
HIGH


COURT
S.W. Canyon Road
of 20" diam. ¼" Pl. steel pipe 1.23 % grade
Shore this face
Excavate

GHLANDS JUNCTION CROSSING

Scale 1" = 5'


RT
P.T. 4+76.9
10'
2½'
R 426.3'
Δ 17°08'
3'
P.C 3+49.4
3+15 4" Blowoff
3'
10'
3'
2'
16"
12" G.V. M.J.
0+95.
16"×16"×
1-16" G.V. F
Exist. 12" G.V.
12" C.I. M.J.
20' Conduit
1" Air Valve to be installed by Water Dist.
0+00
New 12" tee M.J. & Sleeve Cut into existing 12" C.I. Supply Line
℄ Exist. 12" Supply Line
ate
S.W. Canyon Court
Valve box
El. 631.7
El. 630.8
12" MJ C.I. pipe
12" GV M.J.
16"×16"×12" Conc. tee


123+00
0+99.3
16"x12" Tee
One Length 16" Pipe
G.V. Fl.
ply Line
308
12"
rsc

FORM E-30K—87,800—8-87—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1957

SUBJECT: West Slope Water District
Main revision on Sunset Hwy.

To: Mr. Tom Edwards
Construction Engineer
Office

During the summer season of 1956 the West Slope Water District made changes in their water distribution system from a point about 1,200 feet westerly from Sylvan to the general location of the Highlands Interchange project. These changes were made, at least in part, to leave the area to be occupied by the six-lane reconstruction of the Sunset Highway free of any conflicting water mains.

The newly installed facility incorporates larger mains and a higher and presumably more satisfactory reservoir than the original. The mains, insofar as they parallel the highway, were constructed along the north side of the highway or on paralleling roads, whereas the old main was located south of the highway. This change in location was made to avoid cuts ranging upward of twenty feet due to change in highway grade at Sylvan. The main could not be put out of service until the new highway grade was completed since it is the supply source for the entire West Slope system.

Mr. Williams requested estimates of the proposed water main revision by letter of May 12, 1953. Apparently these were never supplied. On April 28, 1955 Mr. Green of Carl Green and Associates, engineers for the West Slope Water District, indicated in a letter to A. G. Skelton that cost data on the reservoir site and other cost data would be transmitted to Mr. Skelton and that a meeting of representatives of the Water District and the Highway Department could then decide what compensation would be made the District. A permit for construction of a pipe line along the northerly side of the highway was issued September 27, 1955.

It seems that the 1956 reconstruction of the pipe lines took place without any sanction by the Highway Department other than the September 27 permit. Estimated costs of the project have been presented by Mr. Green by letter under date of February 13, 1957 and are based on actual construction. These costs are based not on the size pipe installed in the new location but on the cost of pipe of the same size as the old facility and are reduced to a depreciated value based on expected life as compared with years of service realized to the date of revision. Current prices are used in his estimate rather than original costs of the abandoned mains.

Mr. Green presented on April 18, 1955 to A. G. Skelton blue prints with added symbols in color which show the extent of the pipe line revision, but did not include a cost estimate. The east end of this revision is at the junction of S. W. Canyon Court and Sunset Highway. There would have been no need to relocate the pipe line east of Highway Station 137+50 (approximately 1,400 feet west of the east end of the revision) as far as change of grade is concerned. The portion east of Station 137+50 would be under roadway construction but with the same grade to grade difference which now exists. The "Cross-over" from the south side of the highway to the north side could have been installed near Station 137+50 as satisfactorily as at the location which was chosen.

Similarly, west of Sylvan, about 200 fewer feet of pipe construction would have been required on Raab Road but would have required a cross-highway line.

Depreciated costs based on the curtailed project (Station 137+50 to Station 166+60) would be as follows:

			Present Values
Pipe Lines, Fittings, Excavation, etc. on lines paralleling highway			
	$25,656.80		
Engineering, etc.	2,565.68		
	$28,222.48	X $\frac{64}{75}$ =	$24,083.18
Valve Vault			
	$ 1,370.50		
Engineering	137.50		
	$ 1,508.00	X $\frac{39}{50}$ =	$ 1,176.24
Steel Reservoir and Foundation			
	$11,572.00		
Engineering	1,157.00		
	$12,729.00	X $\frac{29}{50}$ =	$ 7,383.40
		TOTAL	$32,642.82

If the Highway Department takes the stand that to leave the existing pipes under new pavement construction is satisfactory, then the curtailed project as estimated here should comprise the basis of compensation for the Water District.

Lloyd P. Shaw

Lloyd P. Shaw
Urban Engineer

LPS:jc

FORM E-30X—37,500—9-56—96695

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24th, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Please refer to the file concerning the West Slope Water District's bill in the amount of $42,747.88.

Please take particular note of the last paragraph of the attached letter from Mr. Cooper and forward the information, together with such other data as may be pertinent in line with our phone conversation of this date.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

RECEIVED
APR 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
April 23, 1957

West Slope water revision
at Sylvan, Sunset Highway

Mr. Tom Edwards
Construction Engineer
Department

Referring to the matter of the West Slope water revision at Sylvan on the Sunset Highway (your letter of April 16, 1957), I wish to advise that we have insufficient information on which to make a decision concerning this matter.

Our file reveals that in the years 1952 and 1953 we had considerable commerce with Carl Green and the West Slope Water District people, our files, in general, revealing that the West Slope people were to make a cost estimate of certain revisions and submit it to us for further consideration. Now some three or four years later we are handed what appears to be a bill for work already accomplished. Where was authority received for doing this work, and what was actually accomplished? In this latter connection, please have a map prepared indicating any betterment or changes in the system and also give justification for the work.

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM 230—20M—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1957

SUBJECT: West Slope Water Revision
at Sylvan
Sunset Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am attaching a copy of a letter from Carl E. Green, engineer for the West Slope Water District, along with a bill submitted by them through the Division Office for work on their facilities at Sylvan.

I find that on May 12, 1953 Mr. Williams wrote to the Board of Commissioners of the West Slope Water District relative to work on their storage facilities and mains in the Sylvan area. This letter requested an estimate of cost of this work so the same could be presented to the Highway Commission.

There was no estimate of cost submitted for presentation to the Highway Commission; instead, the District proceeded with this work and at the same time revised their main from Sylvan east to the west end of the Highlands Interchange area.

This whole matter has been reviewed and I am informed that all facilities have been revised for our future construction from the west end of the Highlands Interchange area to the Washington County Line.

The 12-inch cast iron pipe listed under Item "A" of the billing is the big cost. This pipe could not be taken out of service so a new pipe was laid and this, as well as the other items, was prorated on a life expectancy of 75 years for the pipe items and 50 years on the storage tank and the valve vault.

While I do not agree with their method of going ahead with the work without authorization to do so, if an estimate of cost had been submitted we would have presented the same to the Commission for approval and would have paid for the work. On this basis, I recommend that this matter be presented to the Commission for payment of the $42,747.88.

We have requested an estimate of cost for removing West Slope water mains from under our main highway pavement on the Highlands Interchange project and have held this bill up expecting such estimate, but there will be further work on the mains of this district as we construct into Portland.

Tom Edwards
Construction Engineer

TE:jc

Encl.

RECEIVED
APR 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-55—82987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 3rd,1957

SUBJECT:

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

Under date of March 26, 1957 I wrote you forwarding a letter dated March 22nd from Carl E. Green. Green had submitted a marked copy of our proposed Highland Interchange on Canyon Road, which is scheduled for construction late this year. Green had also shown a proposed location for the West Slope water supply line which would go on the north side of the highway, and was colored in green. He indicated if a reasonable arrangement could be made with the Highway Commission for assitance in defraying a portion of the cost of this new construction, that he believes that the Board of Commissioners on the district would favor this plan.

I believe you have a copy of this plan shown on our white print, and that you have discussed Green's letter with Broadwell. It is my understanding that you wish a definite estimate of cost for the relocation of the existing line on the south side of the highway between Station 95 to about 102. This relocation shown in red would be for the purpose of moving the existing main through this section out from under our pavement. It is presumed that if the water district wanted to go ahead on their proposed green line, that the relocation shown in red would probably not be constructed, in which case any participation we might make could be applied to the new main construction on the north side of the highway shown in green.

Mr. Broadwell has discussed this matter with Carl Green, and has requested an estimate from him on the relocation shown in red and mentioned above. Mr. Green is preparing this estimate, but has asked that we reply to his letter of March 22nd in which he mentions the proposed relocation of this line on the north side of the highway as shown in green, and in which he stated that if a reasonable arrangement could be made with the Highway Department for assistance in defraying a portion of the cost of this work, that he believes the Board of Commissioners of the district would be in favor of the green line revision as soon as our construction work is far enough along, so that the line could be installed. He is meeting with the water district Board of Commissioners on April 8th, and he would like something definite if possible from us.

AGS:w
cc: H. C. Broadwell

A. G. SKELTON
Division Engineer

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 26th, 1957

SUBJECT:

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

I am forwarding herewith letter dated March 22, 1957 from Carl E. Green. He has submitted a marked copy of our proposed Highland Interchange on the Canyon Road widening project scheduled for this year. He has also shown a proposed location of the West Slope water supply line in lieu of the location of the existing supply line on the south side of the road. Green states that if the pipe line is installed as shown on the enclosed plan in green, interference with traffic on the highway would be eliminated. He states that if a reasonable arrangement can be made with the Highway Department for assistance in defraying a portion of the cost of reconstruction, he feels that the Board of Commissioners of the District would favor this plan.

I am also submitting a copy of H. C. Broadwell's letter of March 25, 1957 concerning Green's suggestion. It appears from his remarks that the green line would be the eventual line where this water line would be located. It would be the intent to use the existing line (blue line) until the green line would be installed, at which time the blue line would go out of service.

This data is forwarded for your consideration.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. C. Broadwell

ORIGEON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 2, Oregon
March 25, 1957

SUBJECT: West Slope Water District

To:

Mr. A.G. Skelton
Division Engineer
OFFICE

In looking over Carl Green's letter refering to West Slope Water District's proposed pipe line change, Salem has asked him for an estimate to remove the line from approximately station 95 to 102 (shown in red) from under the pavement. The pipe will have to be moved out the same way when the job is extended on down the hill.

If this could be left in place during construction and the line shown in green on the North side of the road installed after the job is completed and the job on down the hill handled the same way when that is built.

The present pipe would be dead after the new installation and would cause no trouble.

I see no reason why the green line is not the best place for the pipe if an agreement can be worked out between the District and the State.

H.C. Broadwell

H.C. Broadwell
Locating Engineer

HCB:rdl
2cc

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

NOTED
A. G. SKELTON

26-1407

File 2

Date March 22, 1957

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

Mr. A. G. Skelton, Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland 2, Oregon

Re: West Slope Water District
Pipe Line

Dear Sir:

In accordance with my discussion with you and Mr. Broadwell, I transmit herewith a marked copy of a plan of your proposed Highland Interchange and Canyon Road widening project scheduled for this year, upon which I have shown a proposed location for the West Slope water supply line in lieu of the location of the existing supply line on the south side of the road.

If the pipe line is installed as shown on the enclosed plan, interference with traffic on the highway would be eliminated. We believe that it is advisable from both the water district's and the State Highway Department's point of view. If a reasonable arrangement can be made with the State Highway Department for assistance in defraying a portion of the cost of the reconstruction, I believe the Board of Commissioners of the District will favor construction of the new line in a location approximately as shown on the drawing.

If you have any questions regarding this matter, please let us know.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
Enclosure
cc: West Slope Water District

RECEIVED
[illegible]
DIVISION ENGINEER

FORM E-30X—30M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 15th, 1957

SUBJECT:

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

I am forwarding herewith letter dated March 13, 1957 from Carl E. Green. This concerns the reconstruction of the West Slope Water District's 12 inch supply main, and the acquisition by the Highway Department of the water district storage reservoir and property. Mr. Green advises that it will be necessary for the water district to obtain funds for the previously financed work, and asked that we expedite the agreement between the department and the district.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. C. Broadwell

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date March 13, 1957

Mr. A. G. Skelton, Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland 2, Oregon

Re: West Slope Water District

Dear Mr. Skelton:

Considerable time has elapsed since appraisal data was transmitted to you in connection with the reconstruction of the West Slope Water District twelve inch supply main and the acquisition by the Highway Department of the Water District's storage reservoir and property.

Since additional work appears to be required along Canyon Road because of the State Highway Department's improvement program contemplated for this year, it is important that the Water District obtain funds for the previously financed work at the earliest possible time.

If you will expedite this matter and call it to the attention of the interested parties in the other state offices of the State Highway Department, it would be appreciated.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:sm
cc: West Slope Water District

RECEIVED
MAR 1 [illegible] 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

FORM E-30X—60M—11-53—80223

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 19th, 1957

SUBJECT: West Slope Water Dist. Facilities on Canyon Road

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

I am forwarding herewith letter dated February 13, 1957 from Carl E. Green, transmitting a revised appraisal of facilities of the West Slope Water District on Canyon Road. This is based on a conference held in this office on February 7th.

You will note that apparently the only correction that has been made is the depreciation allowance under item "B" for the valve vault. This appraisal is forwarded for your consideration.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. C. Broadwell

CONSTRUCTION DIVISION
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CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

File 2

Date February 13, 1957

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

State Highway Department
9200 S. E. McLoughlin Blvd.
Portland 2, Oregon

Attention: Mr. A. G. Skelton, Division Engineer

Re: West Slope Water District

Gentlemen:

I transmit herewith in triplicate copies of a revised appraisal of facilities of the West Slope Water District in accordance with our conference of February 7.

The correction made is that of Depreciation allowance under Item B for the Valve Vault, which should be 22% instead of 14.7% as shown on the tabulation transmitted on December 21, 1956.

If there are any questions regarding this information, please let me know.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E Green

CEG:sm
Enclosures -3

cc: West Slope Water District

RECEIVED
[illegible] '57
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Appraisal of Pipe Line, Storage Reservoir & Appurtenances
To Be Taken By State Highway Department
West Slope Water District, Portland, Oregon
February 1957

Item	Quantity	Unit Price	Amount
A. Pipe Line Fittings, Valves, etc.			
Trench excavation & backfill	1,120 cu.yds.	$ 2.30	$ 2,576.00
12" Cast Iron Pipe in place	4,790 lin.ft.	6.20	29,698.00
Cast Iron Fittings, B & S	2,315 lbs.	0.30	694.50
Cast Iron Fittings, Flanged	2,260 lbs.	0.33	745.80
12" Gate Valves, double disc	3	195.00	585.00
10" Gate Valves, double disc	2	165.00	330.00
10" Altitude Valves, 32D	1	948.00	948.00
12" Dresser Couplings	2	30.00	60.00
12" Steel Pipe Spools, Flanged	6	50.00	300.00
Installation of Valves, Fittings, etc. in Vault	lump sum		500.00
Sub Total			$36,437.30
Engineering, legal & administrative exp.			3,643.00
TOTAL			$40,080.30
B. Valve Vault			
Structural Excavation	20 cu.yds.	3.50	70.00
Class "6" Concrete	8.3 cu.yds.	75.00	622.50
Reinforcing Steel	850 lbs.	0.18	153.00
Access Manhole, ladder, vault drainage	lump sum	175.00	175.00
Automatic Control & Overflow Signal Wiring	lump sum	350.00	350.00
Sub Total			$ 1,370.50
Engineering, legal & administrative exp.			137.50
TOTAL			$ 1,508.00
C. 100,000 Gallon Steel Reservoir & Foundation			
Structural Excavation	46 cu.yds.	3.50	161.00
Class "6" Concrete	2 cu.yds.	75.00	150.00
Reinforcing Steel	200 lbs.	0.18	36.00
Sand Cushion	15 cu.yds.	5.00	75.00
Steel Pipe inlet, outlet & drain lines	lump sum		350.00
Tank, Ladders, Roof, Hatch, etc.	lump sum		10,800.00
Sub Total			$11,572.00
Engineering, legal & administrative exp.			1,157.00
TOTAL			$12,729.00

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
HENRY BUILDING • PORTLAND 4, OREGON

DEPRECIATION

		Depreciation	Present Value
A. Pipe Line & Appurtenances			
Life expectancy	75 years		
Actual use	11 years		
Depreciation 14.7% of $40,080		$ 5,891.76	$ 34,188.24
B. Valve Vault			
Life expectancy	50 years		
Actual Use	11 years		
Depreciation 22% of $1,508.00		331.76	1,176.24
C. Steel Storage Tank & Foundation			
Life expectancy	50 years		
Actual use	21 years		
Depreciation 42.0% of $12,730.00		5,346.60	7,383.40
TOTAL DEPRECIATION		$ 11,570.12	
NET PRESENT VALUE			$ 42,747.88

C
O
P
Y

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
810 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE August 24, 1956

Mr. A. G. Skelton, Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Re: West Slope Water District
Canyon Road Highway Reconstruction
Project

Dear Mr. Skelton:

During the past two years I have discussed with you on a number of occasions matters pertaining to the West Slope Water Supply Pipe Line along Canyon Road, the District's 100,000 gallon steel reservoir on property adjacent to your highway and the problem of reconstruction from Highlands Junction to Washington Park within Portland as the next project which the water district will need to undertake to prevent conflict with your proposed 6 lane highway.

As you know the water district has recently constructed a new supply line from Highlands Junction to S. W. 61st Avenue following the route of the old Canyon Road from Highlands Junction to Sylvan and we have so located the line as to be out of the way of your proposed overpass and widened highway at Sylvan. The district has also constructed a new reservoir adjacent to S. W. 61st Avenue in order to be able to relinquish to the Highway Department the property upon which their steel tank is located. The water district has made considerable expenditures of money on the project in an effort to have their facility reconstructed prior to your construction program and it is necessary that the district recover its fair share of cost as has been agreed in previous correspondence with the State Highway Department.

Some time in the near future I should like to confer with you or whoever may be designated to handle the matter in order that some program may be outlined for the compensation of the water district.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By________________________

CEG:sjw
cc: West Slope Water District

RECEIVED
FOR FILING

Indexed
Alphabetically

West Slope
Water Dist

F-318(6)

5503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 25th, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of September 16th, requesting that the plans that you forwarded for the highway improvement at Sylvan on the Sunset Highway be personally delivered to Mr. Carl Green for use by him in working out a plan and estimate for the relocation of the pipe line and reservoir of the West Slope Water District. You also asked that we advise you as to the time that these plans have been delivered to Mr. Green.

I am advised by Mr. H. C. Broadwell, that these plans were given to Mr. Green on September 22nd, at which time he went over the plans with Mr. Green. From Broadwell's conversation with Green, it appears that the district is considering the location of their reservoir on the north side of the highway, rather than the south, as was originally contemplated, providing they can secure the property needed for this reservoir site. This would permit the West Slope Water District to go ahead with their final construction, and would not interfere with our future Sylvan project.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
H. C. Broadwell

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4480

Indexed
Alphabetically

West Slope
Water Dist

Salem, Oregon
September 16, 1953

Mr. A. G. Skelton

In a letter under date of September 3, Mr. Carl E. Green requested that we furnish to him prints of our plans for proposed highway improvements at Sylvan, in order that he might prepare, for the West Slope Water District, a plan and estimate for the relocation of its pipe lines and reservoir.

Our plans are not entirely complete, particularly as they pertain to the connection of S. W. Skyline Boulevard with the westerly end of the proposed overpass located approximately at S. W. 58th Avenue. There are other minor details that will probably need to be worked out, but I believe our plans have progressed to the point where sufficient information will be available therefrom to permit Mr. Green to prepare the data desired.

I am sending you, under separate cover, a print of the map and profile of the proposed Sylvan improvement, and it is requested that Mr. Broadwell personally deliver the plans to Mr. Green and explain to him in detail any questions that Mr. Green might have relative thereto.

I will appreciate it if you will advise me at such time as you have delivered the plans to Mr. Green and likewise furnish me data when you have completed your studies for the S. W. Skyline Boulevard connection.

W. C. Williams

WCW:me

cc Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Mr. H. G. Smith

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. Williams

Dear Sir:

Reference is made to Assignment #4480 pertaining to the request of Carl E. Green for plans of the proposed improvement at Sylvan.

I attach hereto one print of the map and one print of the profiles showing the contemplated work. Additional copies of the map and profiles are on file in this office if needed.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE September 3, 1953

NOTED
W. C. WILLIAMS

W. C. Williams, Asst. State Highway Eng.
State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Re: West Slope Water District Pipe Line and Reservoir

Dear Dutch:

Since my discussion with you in Salem two months ago relative to the West Slope Water District and your proposed highway improvements at Sylvan, I have kept in touch with your Mr. Broadwell of the Portland Division office.

I am anxious to obtain prints of the proposed improvement at Sylvan as soon as they have been completed and approved by your office. We have progressed about as far as we can go in connection with our studies pertaining to the construction of a new pipe line and reservoir and I am anxious to obtain a copy of your prints as soon as they may be released.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:dc
cc: West Slope Water District

RECEIVED
SEP 4 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1953
FOR FILING

F-318(6)

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2715

Indexed Alphabetically

West Slope Water Dist.

June 23, 1953

Mr. Carl E. Green
Carl E. Green & Associates
810 Henry Building
Portland 4, Oregon

Dear Mr. Green:

Under separate cover, I am sending you the map of the Sylvan Section, as you requested in your letter of June 15. The profile, sections and topographic maps are in Mr. H. C. Broadwell's office in Portland, and I will ask him to make arrangements by which you can obtain such information as you need.

We do not ordinarily blueprint the sections or the topographic maps, but probably Mr. Broadwell can prepare something suitable for your needs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. A. G. Skelton
Mr. H. C. Broadwell

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE June 15, 1943

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Ass't. State Highway Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Re: West Slope Water District

Dear "Dutch":

The West Slope Water District is anxious to go ahead with plans for new reservoir construction and pipe line relocation at Sylvan during the coming fall season. I am told that your proposed temporary work at Sylvan has been deferred and that the entire, permanent improvement may be undertaken about a year from now.

In order for us to make our engineering studies and prepare plans, I am in need of copies of your Department's plans. Data needed will include plans, profiles, sections, topography, etc. If you will arrange to furnish all available data, I shall appreciate your favor.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

cc: West Slope Water District

CEG/fg

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN [illegible] 1953
FOR FILING

F-318(6)

6503

NOTE
W. C. WILLIAMS

State Highway Department
Salem, Oregon

Attn: W. C. Williams
Assistant State Highway Engineer

Gentlemen:

This will acknowledge your letter of May 12 re. the State's proposed highway improvements at Sylvan as related to the physical plant and operation of the West Slope Water District. As stated by this Board on the evening of May 11 to your Mr. Broadwell, the District is ready and willing to cooperate with the State and will grant to the Highway Department permission to make a fill and construct cribbing on the District's storage reservoir site at Sylvan with the following provisions:

1. The State shall be responsible for any damage caused by its activities, work and improvements on the land owned by the District.

2. The State will enter into a reasonable and fair agreement with the District providing for land necessary for the erection of a new reservoir to replace the existing tank and for the installation of such new pipe lines as shall be required because of the highway improvement.

3. The State will pay its fair share in the cost of changes in the Water District system as may be justly chargeable to the highway improvement.

In order that the District and the Highway Department may know what cost will be involved in the proposed Water District work, we are asking our consulting engineers to make a study of the problem and prepare estimates of cost. We shall appreciate your favor if, upon completion of the detailed drawings for the highway improvement, you will furnish both this office and our engineers a complete set of plans, profiles, etc. for the work in question.

Very truly yours,

WEST SLOPE WATER DISTRICT

By

Robert S. Ricken

P.S how about a set of steps inside
cribbing so we can get down
to check out controls
George J Davis Supt

C c Mr Broadwell

RECEIVED
MAY 13 1953
FOR FILING

Indexed
Alphabetically

West Slope
Water District

F 31(c)

#502

May 12, 1953

[illegible]

Board of Commissioners
West Slope Water District
9025 S. W. Canyon Road
Portland, Oregon

Gentlemen:

Correspondence has been had over the past two years with Carl E. Green & Associates, Consulting Engineers, relative to relocation of the storage reservoir and supply main of the West Slope Water District near Canyon Road at Sylvan. The State Highway Commission has a long-range plan which will provide for the depressing of the highway so that cross traffic at Sylvan may be carried overhead. At the same time it is proposed to widen the highway to six lanes of traffic. This ultimate improvement will require the relocation of your storage reservoir and supply main, and the Department has now acquired property which we believe you will find suitable for the relocation required.

It is not proposed that this ultimate improvement will be performed for several years, but we do propose, this year, a partial development of the ultimate plan and this partial development, while not requiring the removal of the storage reservoir, will require a protective crib wall at the reservoir to protect it against the embankment widening we propose to do now. This matter will be taken up with you in detail in the very near future, looking toward the placement of the crib at this time.

In the meanwhile, it would appear desirable to proceed with plans for the ultimate moving or reestablishment of the reservoir as well as the feeder mains thereto. This Department will appreciate your advising as to what your requirements will be for the relocation of the reservoir and main, together with the estimated cost, which cost should be, if possible, segregated to indicate the costs that would be chargeable to the State Highway Department and what portion of the costs, if any, would be chargeable to the Water District. Generally speaking, the State would be required to relocate the reservoir, but any improvements, such as greater capacity or furnishing of new mains, should be an obligation of the Water District. We will have ample time to discuss this matter, but I do believe it advisable that we start planning now for the movement of your facilities in an orderly manner.

I will appreciate your advice in this matter, so that it may be presented to the State Highway Commission for its consideration.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc O. L. Lewiton

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FORM E-30 25M 9-51 82315
FOR FILING

F. 218(6)

5503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6th, 1953

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Please work out a plan and cost estimate for moving and reestablishing the West Slope Water District's tank and facilities on the Lovin property. This matter has been under discussion for some time, and I believe you are familiar with the area on which it is proposed to reestablish the tank.

Upon receipt of the plans and estimate, authority will be requested from the Highway Commission to do the work.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
FOR FILING
F-318(6)

5503
2915

Indexed
Alphabetically
West Slope
Water Dist.

November 7, 1952

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Dear Sir:

In reply to your letter of November 4, I am unable to advise you of the definite date that the West Slope Water District would be able to take possession of the property where its water reservoir will be relocated, as this property has been condemned. The court docket in Multnomah County is so far behind that we can not ascertain when this matter may come up for trial. However, we are quite certain that there will be no construction work in this vicinity for three or four years. The rights of way were acquired at this time to prevent costly improvements, with no intent of immediate construction.

Under these conditions we are quite certain that the Water District will have a great sufficiency of time to complete the removal of the water tank and facilities after the condemnation suit is settled and before construction begins.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc West Slope Water District
Mr. A. G. Skelton

RECEIVED
FOR FILING
FORM E-30 37,500 4-52 59806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 7th, 1952

SUBJECT: West Slope Water District Site

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Under recent date you forwarded a copy of your letter to Mr. Carl E. Green, concerning the proposed plan of relocating the reservoir of the West Slope Water District, and asked that I contact Mr. Green and show him the proposed plan for this relocation.

This matter has been pending for several years, and was gone over in complete detail with Mr. Green some time back, a year or more ago. I arranged with Mr. Green to go over this on the ground with Broadwell again, and you have a letter from Green, which was written after this conference on the ground.

The property in question is the Lovin property, right of way file Nos. 15139 and 15140. Condemnation was filed on this property, I believe more than a year ago, however we have been advised by the Legal Department, that we cannot give right of entry to an outside party such as the West Slope Water District, until the property has been actually secured, either by condemnation or otherwise. Under the circumstances, I do not see where we can actually give them an accurate time that they can enter on these premises. The Legal Department could probably advise as to when this condemnation case can be expected to come to trial.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w

RECEIVED
[illegible]

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE Nov. 4, 1952

Oregon State Highway Department
Salem, Oregon

Attention: W.C. Williams

NOTED
W. C. WILLIAMS

Re: West Slope Water District Reservoir Site, Sylvan

Dear "Dutch":

Since your letter of Oct. 15 re. the above matter, I have discussed the situation with Messrs. Skelton and Broadwell. On Nov. 3 Messrs. Davis and Palmer of the Water District, Mr. Broadwell and I examined the maps and the general area. The property which the State expects to obtain for a reservoir site is suitable and should be satisfactory to the District. Because of grade transitions between your proposed Humphrey Blvd. connection and the reservoir site, we may encounter some difficulty requiring retaining wall construction, but I am sure the design problem can be solved so as to be mutually satisfactory to the Highway Department and the Water District.

Since the Water District should have the new reservoir in service before your proposed road construction begins and considerable time will be required, the District would like to know how soon they may acquire the right of entry upon the premises. We shall also need plan, profile and cross section sheets of the proposed highway work.

We shall appreciate your advice on these matters at your earliest convenience. The Board of Commissioners meet next Monday evening, November 10. If you should find it possible to advise the Board prior to that time, I suggest you write them direct, with a carbon copy for this office.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

cc: West Slope Water District
A. G. Skelton, Div. Engr.,
State Highway Dept.

CEG/fg

RECEIVED
[illegible] 5 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1952
FOR FILING

F 218(6)

5502

296

Indexed
Alphabetically

West Slope
Water Dist.

October 15, 1952

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Dear Carl:

By copy of this letter, I am requesting Mr. A. G. Skelton, Division Engineer for the Oregon State Highway Department at Milwaukie, to have someone contact you and show you on a map the proposed plan for relocating the reservoir of the West Slope Water District.

I was of the opinion that this matter had been fully discussed with you and that the new location of the reservoir had the approval of the Water District. If I am in error in this matter, I beg your pardon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. A. G. Skelton

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE, BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE 2

DATE October 10, 1952

Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Re. West Slope Water District Reservoir Site

Dear Dutch:

Thanks for your letter of Oct. 8 re. the above. I am not familiar with the Lovin property which you propose to condemn for use as a reservoir site by the West Slope Water District. I suggest that you furnish us with a map showing its location and that some one from the Highway Department familiar with the situation go over it on the ground with Mr. Davis, the water superintendent, and me at some convenient time in the near future.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

cc: Board of Commissioners
West Slope Water District
9025 S. W. Canyon Rd.
Portland, Oregon

CEG/fg

RECEIVED
OCT 1[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 0 1952
FOR FILING

Indexed
Alphabetically

West Slope Water Dist.

F-318(6)

5503

2915

October 8, 1952

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Dear Carl:

In reply to your letter of October 6, you are advised that the Highway Department has nowise shelved plans for the ultimate improvement of Canyon Road to six lanes. The Highway Commission, however, has not at any time planned this work for the immediate future, but we are in the process of acquiring all rights of way needed for the ultimate improvement.

As to the matter of a new reservoir site for the West Slope Water District, it is our plan to locate the new reservoir on the Lovin property, which property is under condemnation by the State Highway Commission. The matter has not come to trial, as the court docket in Multnomah County is considerably behind schedule, but in the natural course of events the property will be acquired so that the new reservoir can be constructed well in advance of the highway improvement project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE

DATE October 6, 1952

Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Dutch:

The enclosed clipping of a week ago made me wonder if the highway department has shelved the plan to increase Canyon Road to six lanes and build an overpass at Sylvan. My interest in the future highway program at this location rests upon the effect it would have on the West Slope Water District supply line and storage reservoir and the matter of acquisition of a new reservoir storage site.

So far as I know, the matter of a new reservoir site was never settled when it was under discussion and investigation two years or more ago. I would appreciate it greatly if you will bring me up to date on the matter.

Sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

cc: Board of Commissioners
West Slope Water District

CEG/fg

NOTED
W. C. WILLIAMS

RECEIVED
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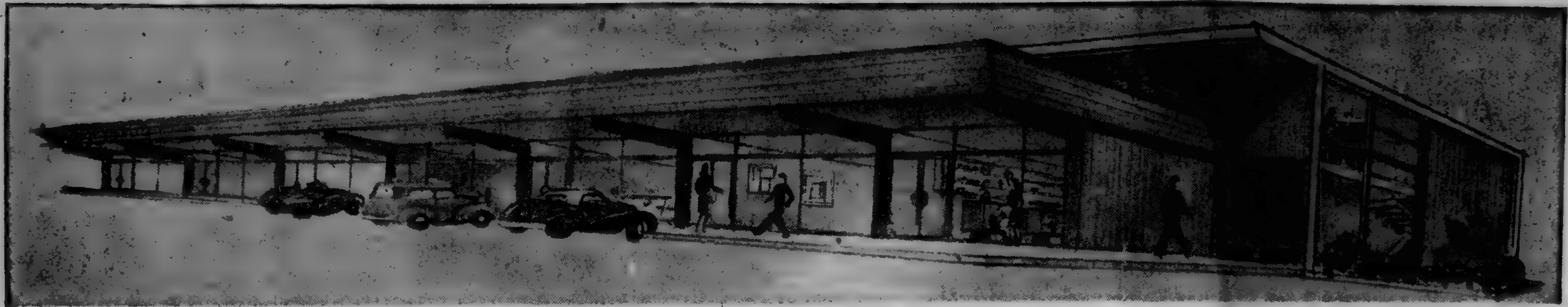
[illegible]



PROPOSED SHOPPING CENTER—Planned for intersection of SW Canyon road and Skyline boulevard at Sylvan, long modernistic structure would house seven shops with several professional suites on upper floor. Ritter, Lowe & Co. is rental agent and James C. Gardiner architect. Starting date is indefinite.

EIVED
R FILING

Indexed
Alphabetically

West Slope Water Dist.

F-318(6)

5503

2915

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIA

2915

January 21, 1952
Salem, Oregon

SUBJECT:

Location of the West Slope
Water Reservoir

File No. 15139-15140

To:

C. W. Enfield
Chief Counsel
Office

Mr. Williams has asked that condemnation against the Lovin property (15139-15140) be pushed to a final settlement as soon as possible. If for any reason, this cannot be done I suggest that you discuss the matter with Mr. Williams so that it will not be left in mid air.

Forrest Cooper
Right of Way Engineer

FC:mmh

cc: W. C. Williams ✓

RECEIVED
JAN 16 1952

[illegible]
FORREST COOPER

FORM E-30X 25M 2-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 11 1952
OFFICE OF
CONSTRUCTION ENGINEER

Portland, Oregon
January 10, 1952

SUBJECT: Location of the West
Slope Water Reseroir.

To: H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
H. G. SMITH

Dear Sir:

Reference is made to your letter of September 24, 1951, concerning the requirement of property that will be required to relocate the reseroir of the West Slope Water District. In your letter you asked that the necessary surveys be made to determine a suitable site for such relocation and that we prepare the property description so that an option may be acquired on property that would be suitable to the District's Engineer, Carl E. Green and Associates.

Confirming our conversation of this date on the above, this matter of a suitable site has been under discussion for the past year or longer with Mr. Carl Green. The most suitable site for such a reseroir appears to be a portion of the Lovin property which is located on the south side of Canyon Road, east from the Scholls Ferry Road Junction at Sylvan. We have furnished a vicinity map of this property showing ground elevations to Mr. Green and I believe he has made his plans for a reseroir on this property. The description of the Lovin property has been in for at least two years and negotiations with the owners have been under way for about that period. In July 1951, we made a final offer to the Lovin's and it is my understanding that condemnation was filed sometime in July. This property comes under right of way file numbers 15139 and 15140.

The matter of the West Slope Water Districts going into this property has been discussed, I believe, with our Legal Department and Mr. Enfield and Mr. Porter are familiar with the case. As far as I know this is the most satisfactory location for this reseroir and I do not know of any other site that would not offer the same problems as to the procurement.

Very truly yours,

A. G. SKELTON
Division Engineer

Williams

Complaint filed Oct 1
in the amount [illegible] Summons has not been made.
R.E.P.
1-16-52

AGS:wmp
cc: H. C. Broadwell

RECEIVED
JAN 2 [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10th, 1952

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

With reference to your letter of September 19th, in regard to the storage area for the West Slope Water District, Mr. Skelton has discussed this several times with Carl E. Green, engineer for the District, and it has been decided there is room for the reservoir on the Lovin property which is under condemnation, R/W 15139 and 15140. While the State Highway Department has authority to enter property as soon as a condemnation is filed, we do not feel we have the right to allow a third party to enter onto the property and build their reservoir.

It probably would be a considerable accommodation to the Water District if the condemnation could be expedited so that they could proceed with their changes.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE #2

DATE September 20, 1951

[illegible] RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

State Highway Department
Salem, Oregon

Attn. Mr. W.C. Williams
Asst. State Highway Engineer

Re: West Slope Water District

Dear Mr. Williams:

Thanks for your letter of Sept. 19 advising me that you will investigate acquisition of land for a reservoir site for the West Slope Water District. In that connection, be advised that before the existing supply main and storage tank may be removed, it will be necessary to have constructed and ready for operation the proposed relocated pipe line and new reservoir.

We plan to construct a larger reservoir than the one now in use, and if a suitable site can be obtained, to design and build a reinforced concrete reservoir rather than a steel tank. I shall be glad to discuss these matters with the person or persons assigned to the work and review with them any alternate sites which might be under consideration.

With best regards, I am

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

RECEIVED
[illegible]

cc. West Slope Water District

CEG:fg

RECEIVED
SEP 24 1951
FOR FILING

September 19, 1951

Mr. Carl E. Green
Carl E. Green & Associates
510 Henry Building
Portland 4, Oregon

Dear Sir:

We will make an immediate investigation as to the possibility of acquiring, at an early date, a suitable site for relocation of the storage reservoir of the West Slope Water District in the Sylvan area.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

Salem, Oregon
September 19, 1951

Storage area for West Slope
Water District

Mr. H. G. Smith

Attached hereto is an assignment which is self-explanatory.

Inasmuch as we are now purchasing all of the required right of way for the ultimate improvement of Canyon Road, including depressed highway over the summit at Skyline Boulevard, I believe we should acquire at the same time the necessary properties that will be required to relocate the reservoir of the West Slope Water District. This reservoir will need to be relocated at such time as the highway improvement is made.

Will you please have necessary surveys made to determine a suitable site for such relocation and prepare the property description so that an option may be acquired.

W. C. Williams

WCW:me

Encl.

REFERRED TO
W. C. Williams
By W. W. STIFFLER

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE, BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE

DATE September 17, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Re: West Slope Water District

Attention Mr. W.W. Stiffler

Gentlemen:

Your letter of August 29 was referred to and has been considered by the Board of Water Commissioners of the West Slope Water District. The Board is of the opinion that arrangements should be made to acquire a suitable site for a water storage reservoir well in advance of your future highway construction in the Sylvan area. This opinion is held for the reason that sites which are suitable from both an elevation and construction point of view are limited, and further because there exists the possibility of someone building on the desired site or sites, thus either eliminating the property from consideration or greatly increasing its cost.

The Board and the writer are of the opinion that it would be prudent to acquire the required property as soon as possible, and to this end, we would appreciate your cooperation in bringing this about.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

cc: West Slope Water District

CEG:fg

RECEIVED
SEP 5 1951
FOR FILING

F 31P(6)

2203

August 29, 1951

NOTED

Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Gentlemen:

I wish to acknowledge your letter under date of August 17 directed to the Highway Commission, which has reference to certain necessary revisions and alterations to the storage reservoir and supply main of the West Slope Water District, which will result in the reconstruction of Canyon Road in the vicinity of Sylvan.

The contract you refer to is a minor one which was awarded to the Parker-Schram Company, designed to accomplish two objectives, as follows:

1. The removal of approximately 12,000 cubic yards of unclassified earth materials from the cut slope in order to flatten and stabilize this slope, which has caused us a great deal of inconvenience during the winter seasons from small slides.

2. We propose to utilize these excavated materials by hauling them across the highway and depositing them upon a lot which we have acquired for a building site for a future equipment storage building and section maintenance headquarters. The materials will merely level up the lot to make it suitable for a building approximately 30' x 80'.

The above work will have no effect whatsoever upon the existing facilities of the Water District, nor will it have any effect upon the future reconstruction or rearrangement of those facilities.

Plans for the above improvement have been practically completed but are still subject to some change due to the fact that this project is not included in the current three-year construction program, 1952-1953-1954; therefore, if and when this project is placed in the construction program by the Commission there would appear to be sufficient time for the planning and the execution of all necessary alterations to the West Slope Water System.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier
Mr. A. G. Skelton

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

FILE

DATE August 17, 1951

State Highway Commission
Salem, Oregon

Re: Canyon Road at Sylvan; West Slope Water District

Gentlemen:

On a number of occasions during the past two years I have discussed with your representatives in the Portland Division office matters pertaining to the proposed widening of Canyon Road and lowering of grade at Sylvan ✓ in so far as its effect upon the West Slope Water District is concerned. Recently my attention was called to the fact that your Commission is calling for bids for some excavation and filling of slopes along the highway near Sylvan.

The Board of Commissioners of the West Slope Water District are cognizant of the fact that before the proposed major highway improvement is undertaken, it will be necessary for them to have constructed a new storage reservoir and installed a new supply main. This will be necessary in order to maintain water service to the West Slope area between the county line and Beaverton.

It is my understanding that the project was more or less put aside because of high cost of acquisition of right of way for your proposed work. Since the Water District cannot undertake the construction required of them without plans having been prepared and bonds authorized and sold, notice by the Highway Commission well in advance of the work is imperative.

The Water Board would appreciate knowing what is contemplated on the project under discussion. Perhaps it would be prudent to settle matters pertaining to rights of way and property for the pipe line and reservoir in the immediate future. Your consideration and advice is requested and will be greatly appreciated.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

REFERRED TO
Williams
Highway Engineer

Please prepare reply

cc: West Slope Water District

A.G. Skelton, Division Engineer
State Highway Department

CEG:fg

[illegible]

NOTED
W. W. SIHFLER

S-49(7) Wasco-Hay Canyon Sec. of 1959
Wasco-Heppner Hwy. (Struc.,
#5504 Grad., & Oiling) Folder #1

R

RECEIVED
FEB 26 1959

FOR FILING

8-49(7)
5504

February 25, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. Ralph Baysinger

Dear Sir:

Herewith four sets of prints from our Sheets 4 and 12 which show the proposed scheme for handling drainage at the crossings of your track on the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County.

If these do not give sufficient information for you to immediately process the agreement, please get in touch with me.

Very truly yours,

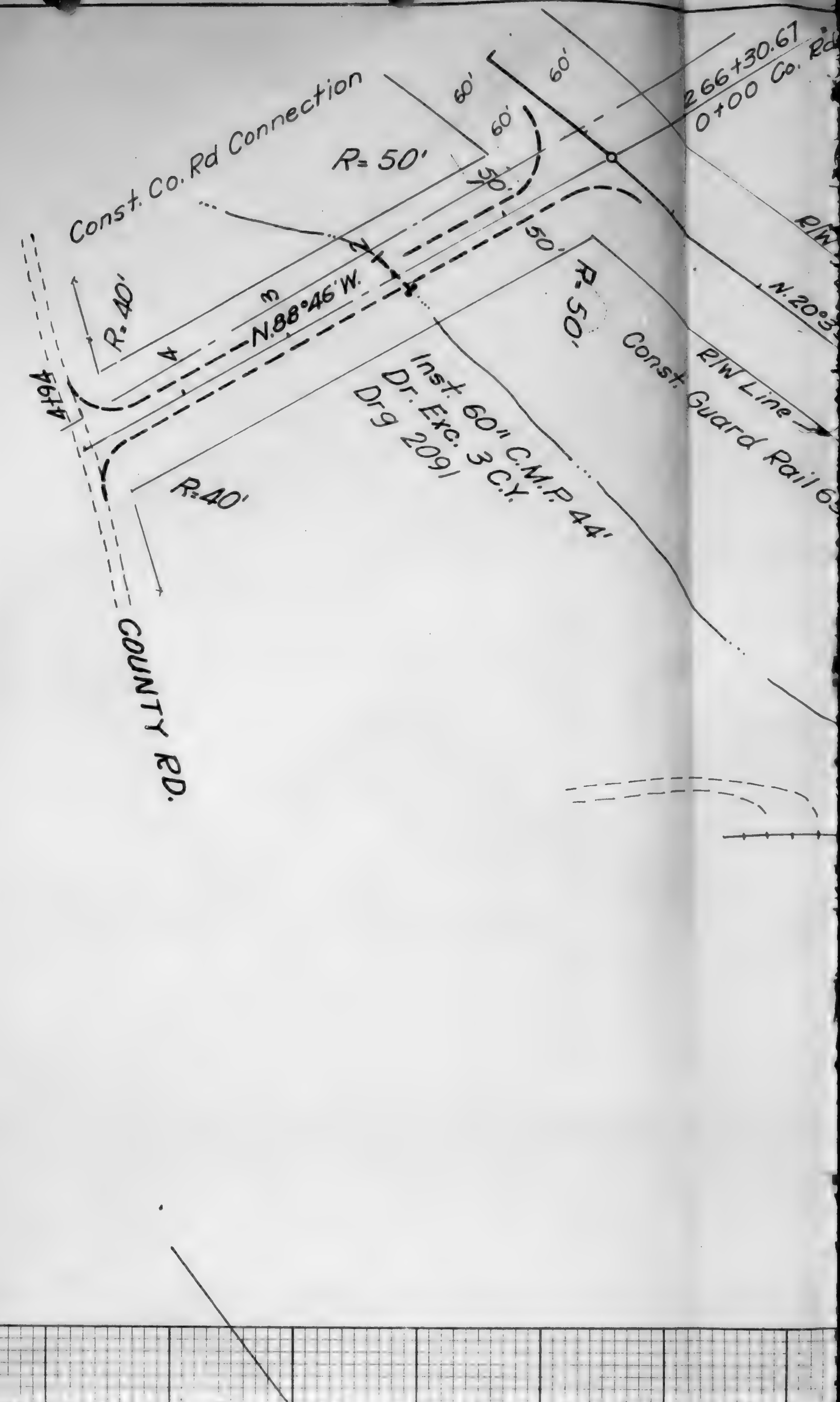
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams


Const. Co. Rd Connection
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60'
60'
60'
50'
50'
266+30.67
0+00 Co. Rd
R/W
N.20°3
R.40'
3
2
4
N.88°46'W.
R-50'
Const. Guard Rail 63
R/W Line
4+94
Inst. 60" C.M.P. 44'
Dr. Exc. 3 C.Y.
Drg 2091
R=40'
COUNTY RD.

FINAL SURVEY	BY	DATE
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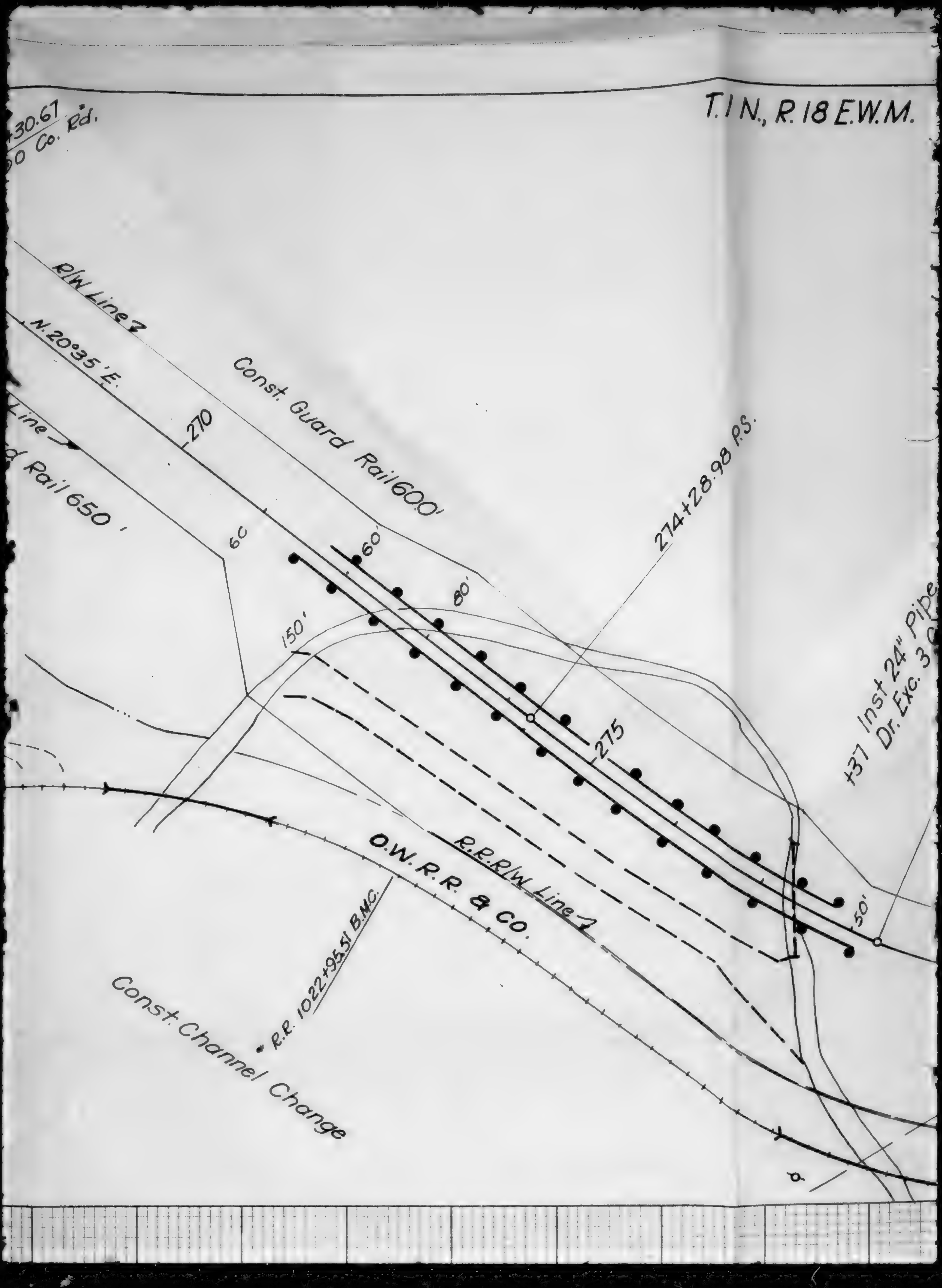
	AREAS	
	AREAS CHECKED	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275
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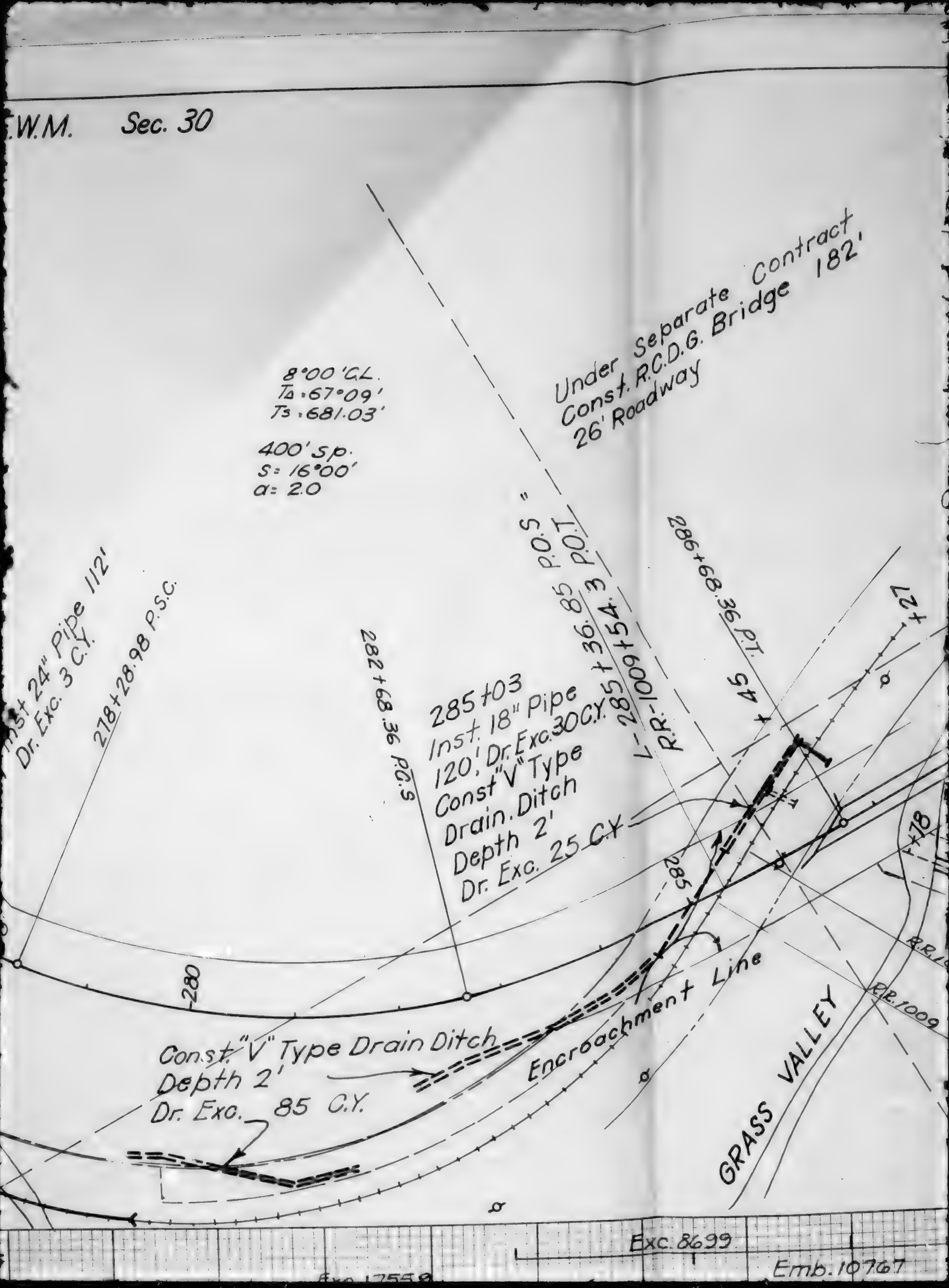
50'
O.W.R.R. & Co.
R.R. R/W Line
R.R. 1022+95.51 B.M.C.
Const. Channel Change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S = 16°00'
a = 2.0
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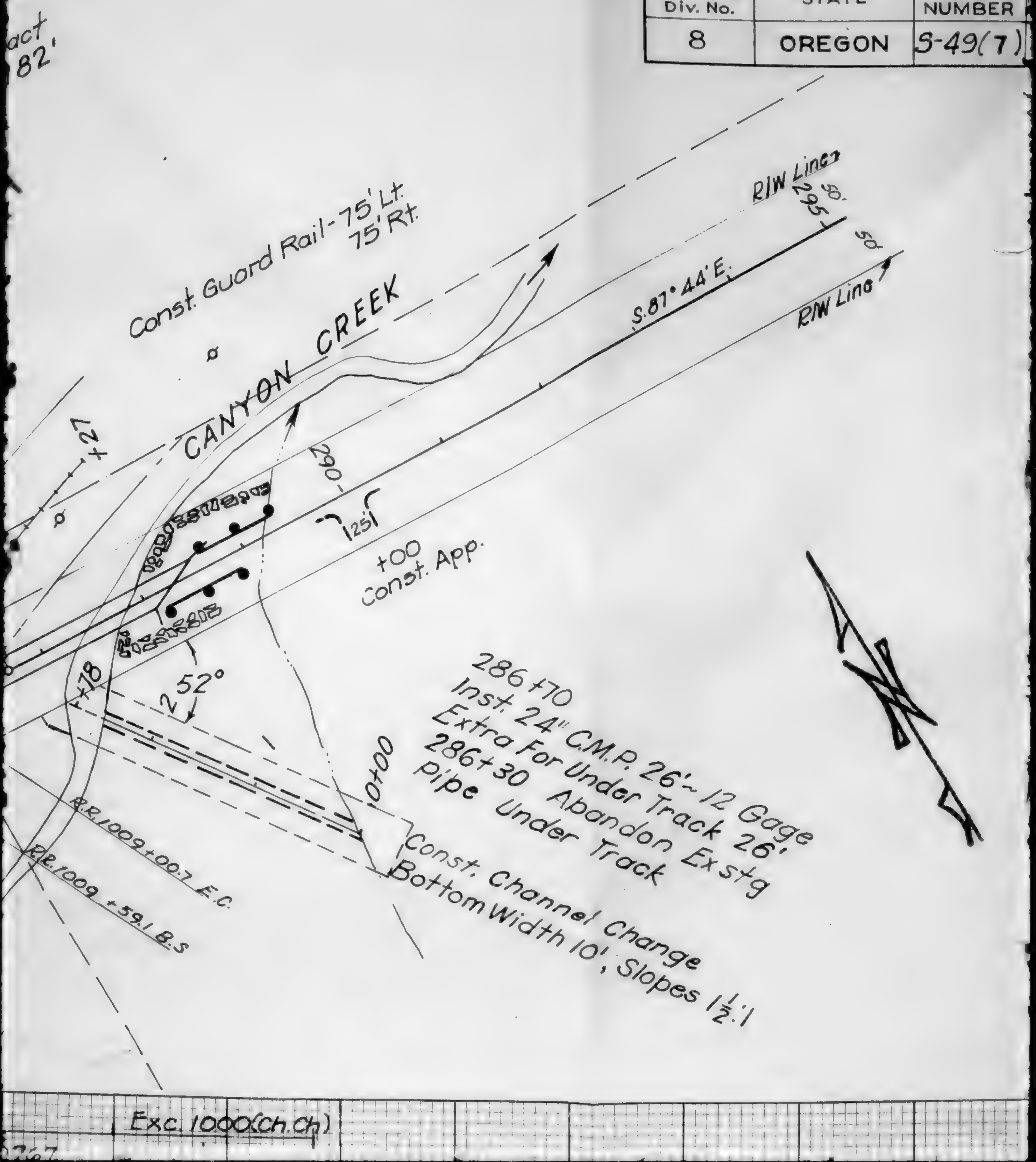
26' Roadway
L-285+36.85 P.O.S. =
RR-1009+54.3 P.O.T.
286+68.36 P.T.
nst 24" Pipe 112'
Dr. Exc. 3 C.Y.
278+28.98 P.S.C.
282+68.36 P.C.S.
285+03
Inst 18" Pipe
120', Dr. Exc. 30 C.Y.
Const "V" Type
Drain. Ditch
Depth 2'
Dr. Exc. 25 C.Y.
+45
+27
+78
285
280
Encroachment Line
Const. "V" Type Drain Ditch
Depth 2'
Dr. Exc. 85 C.Y.
GRASS VALLEY
R.R. 1009
R.R. 1
Exc. 8699
Emb. 10767
Exc. 17559

WASCO-HAY CANYON SECT
WASCO-HEPPNER HIGHWA
SHERMAN COUNTY

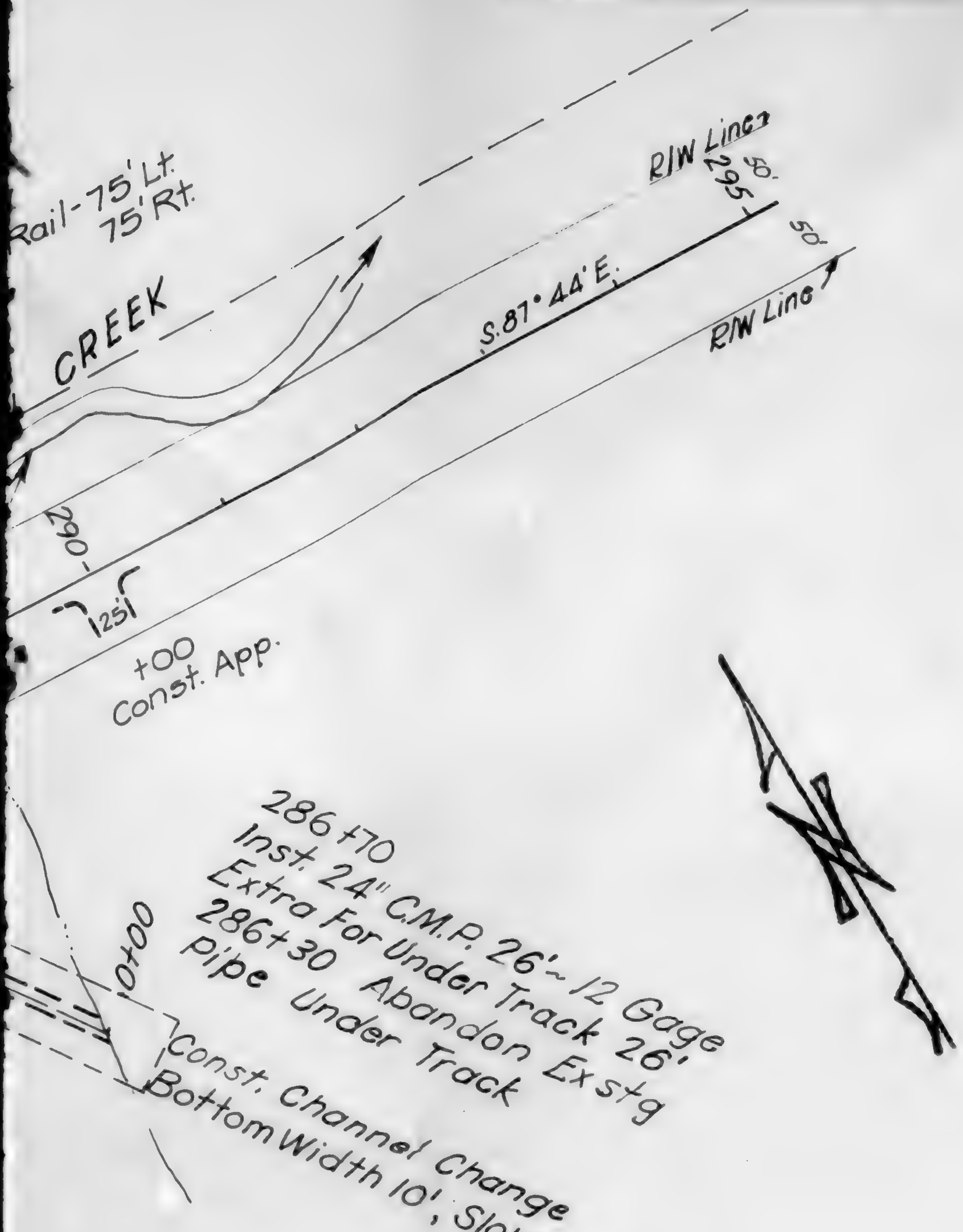
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	S-49(7)


act
82'
Const. Guard Rail - 75' Lt.
75' Rt.
CANYON CREEK
R/W Line
295
50'
50'
S. 81° 44' E.
R/W Line
290
125'
+00
Const. App.
x 27
+78
52°
0+00
286+70
Inst. 24" C.M.P. 26' - 12 Gage
Extra For Under Track 26'
286+30 Abandon Exstg
Pipe Under Track
Const. Channel Change
Bottom Width 10', Slopes 1½:1
R.R. 1009+00.7 E.C.
R.R. 1009+59.1 B.S.
Exc. 1000 (ch. ch)

WASCO-HAY CANYON SECTION
WASCO-HEPPNER HIGHWAY
SHERMAN COUNTY

SHEET No. 12

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-49(7)		See Index



Rail-75' Lt.
75' Rt.
CREEK
R/W Line
295
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S.87° 44' E.
R/W Line
290
125'
+00
Const. App.
0+00

286+70
Inst. 24" C.M.P. 26'-12 Gage
Extra For Under Track 26'
286+30 Abandon Exstg
Pipe Under Track

Const. Channel Change
Bottom Width 10', Slopes $1\frac{1}{2}$:1

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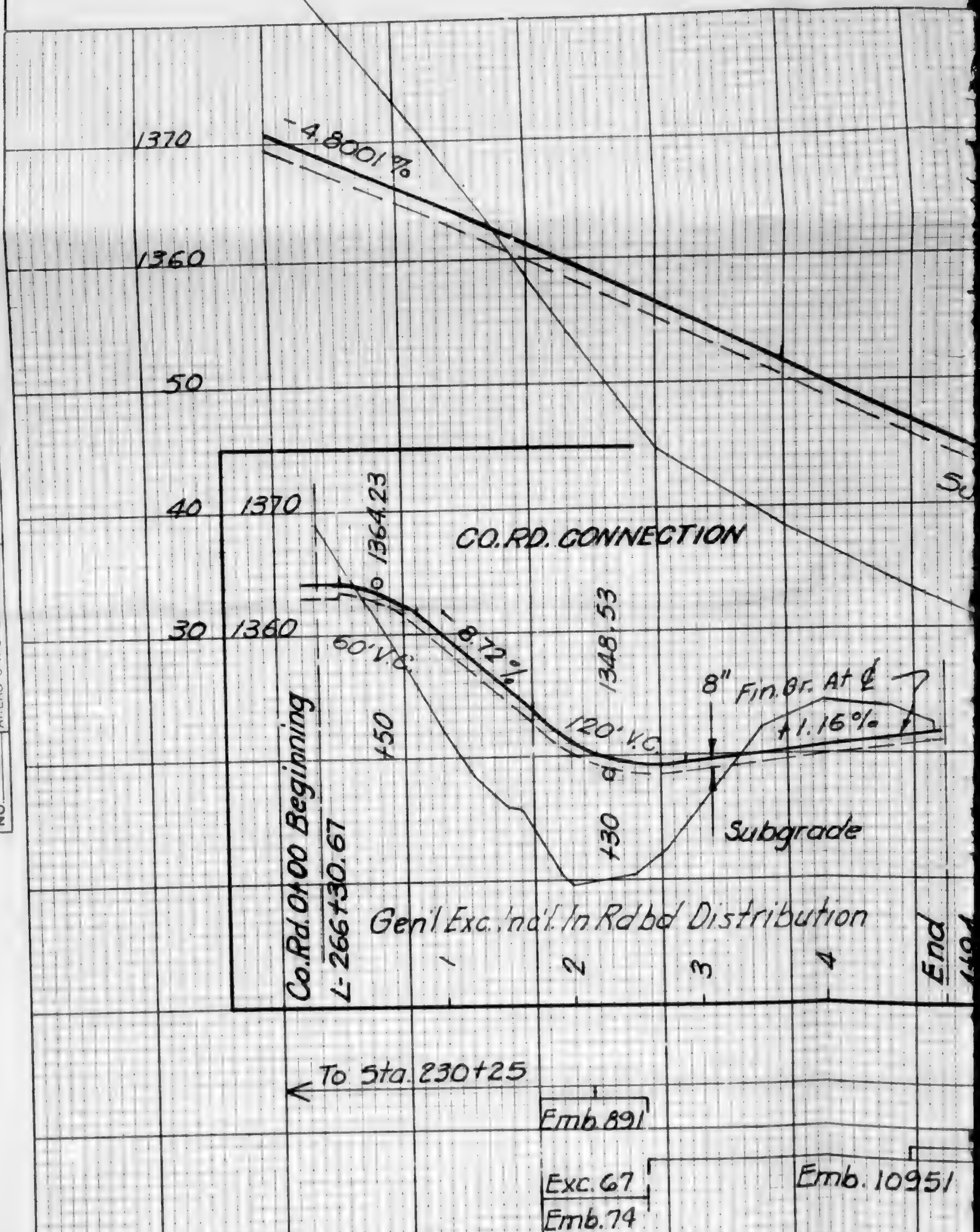

1370
-4.8001%
1360
50
40
30
5
1370
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CO.RD. CONNECTION
-8.72%
60' V.C.
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+50
120' V.C.
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+1.16%
Subgrade
+30
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L-266+30.67
Gen'l Exc. Incl. In Rdbd Distribution
1
2
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Exc. 67
Emb. 74
Emb. 10951
265
270

ORIGINAL SURVEY

	BY	DATE
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NOTE BOOK

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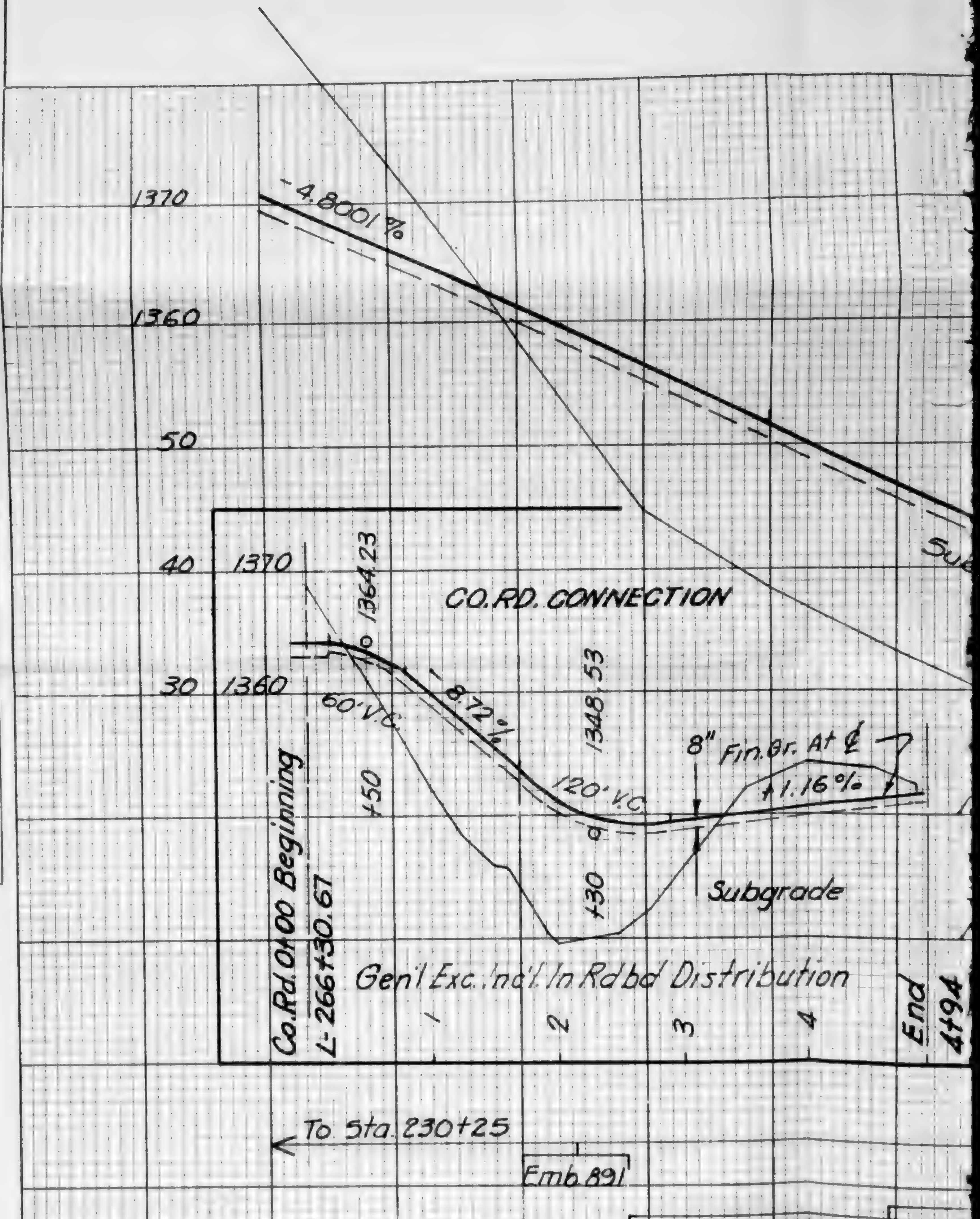
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CO. RD. CONNECTION
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-8.72%
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+1.16%
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L- 266+30.67
+50
+30
Gen'l Exc. Incl. In Rdbd Distribution
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2
3
4
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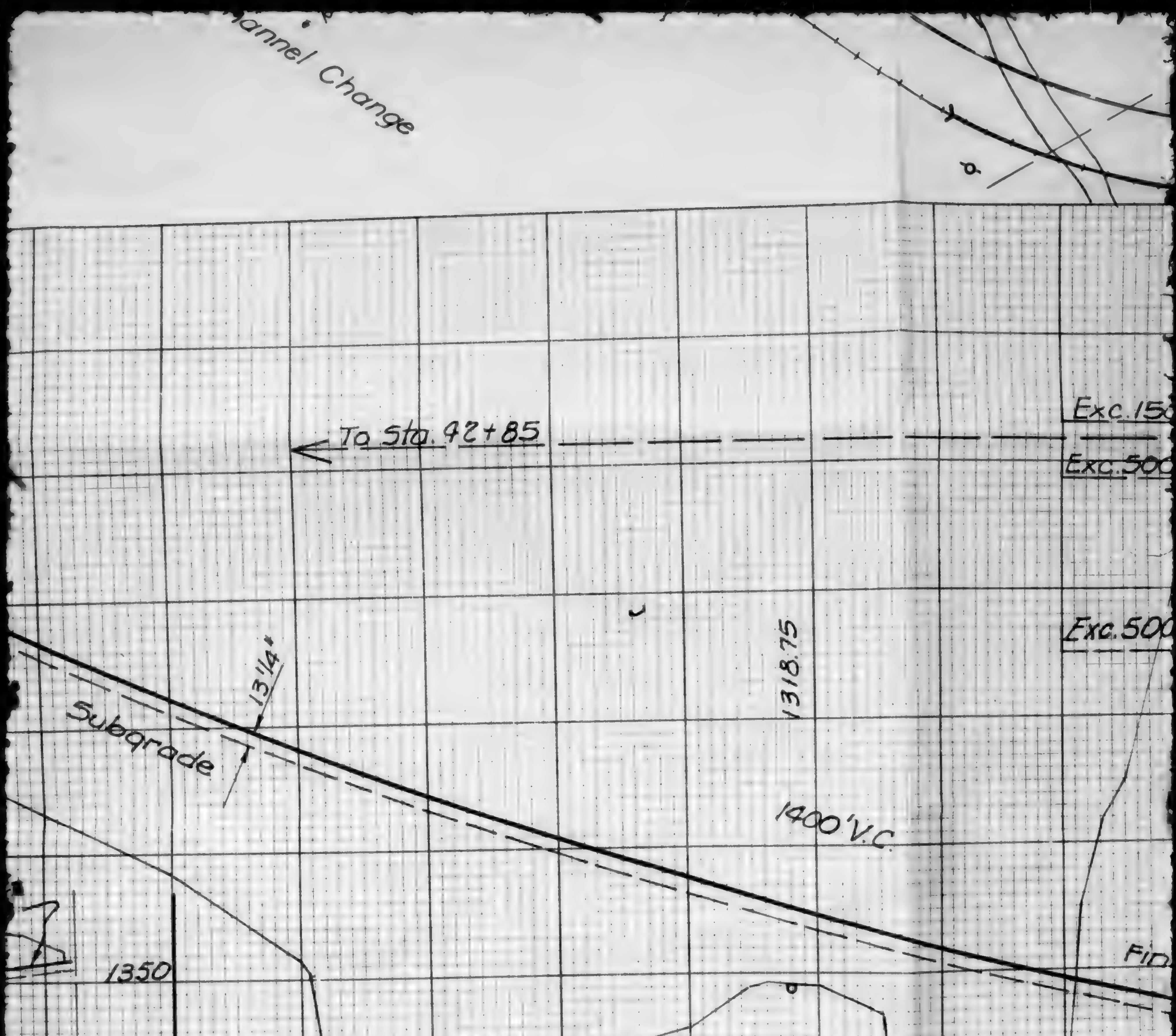
4+94
To Sta. 230+25
Emb. 891
Exc. 67
Emb. 74
Emb. 10951
265
270


annel Change
To Sta. 42+85
Exc. 15
Exc. 500
Exc. 500
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13¼"
Subgrade
1400' V.C.
Fin
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1294.9
Channel Change
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Exc. 15909 (Ch. Ch.)
Exc. 10245
Emb. 29036
10951
Exc. 88
Emb. 98
270
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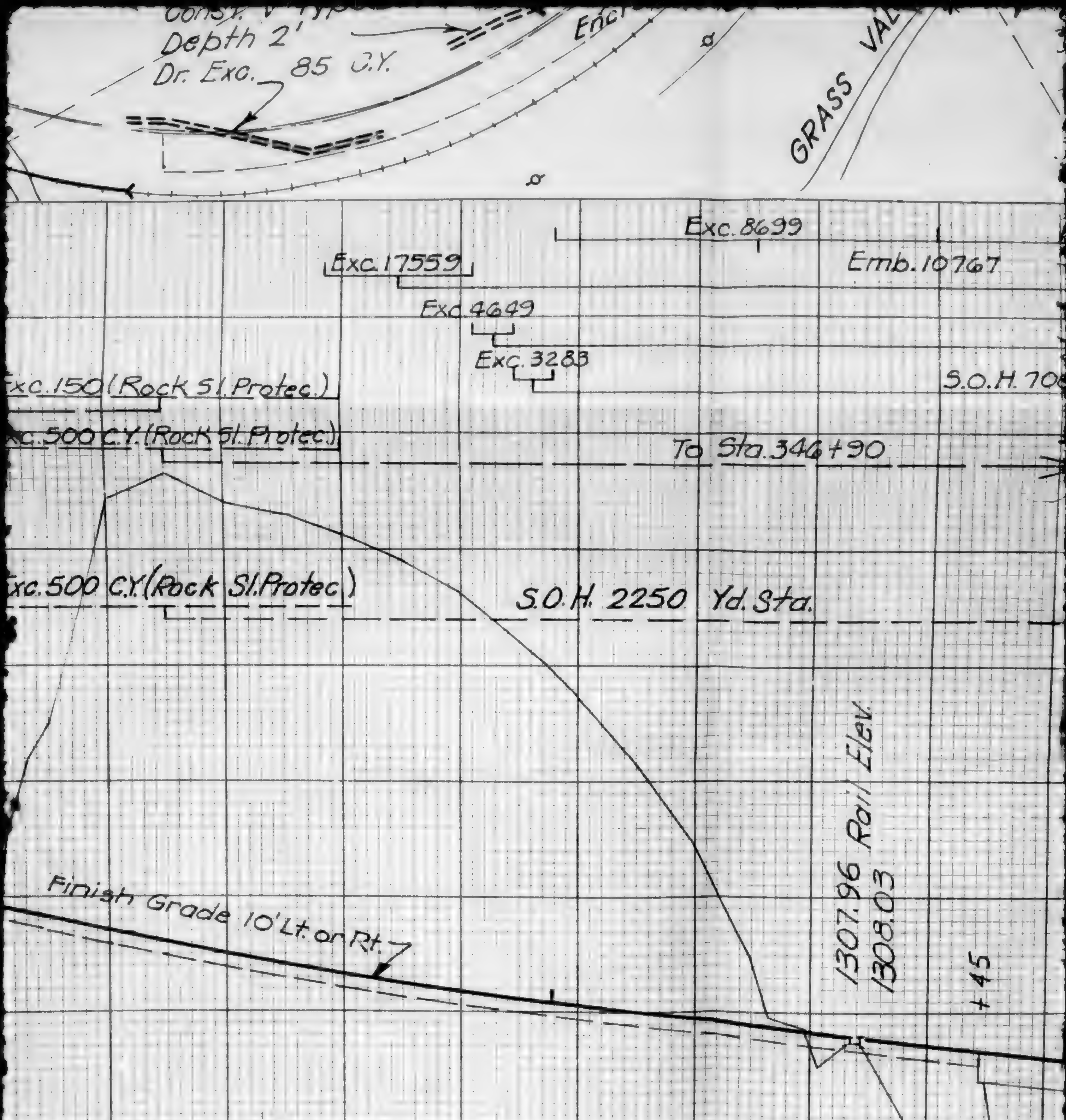
Const. V Type
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GRASS VAL
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Exc. 17559
Emb. 10767
Exc. 4649
Exc. 3283
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S.O.H. 70
xc. 500 C.Y. (Rock Sl. Protec.)
To Sta. 346+90
Exc. 500 C.Y. (Rock Sl. Protec.)
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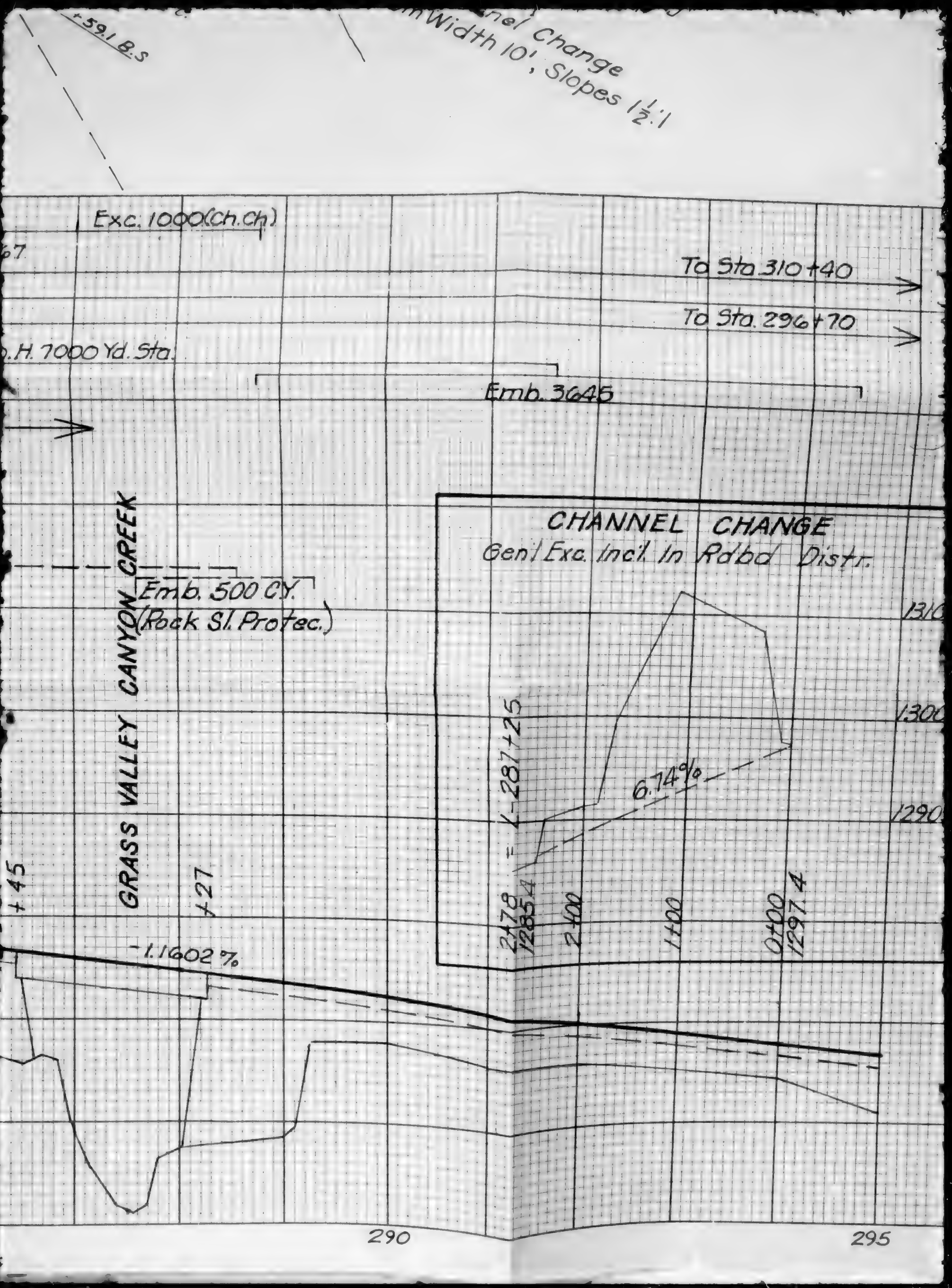
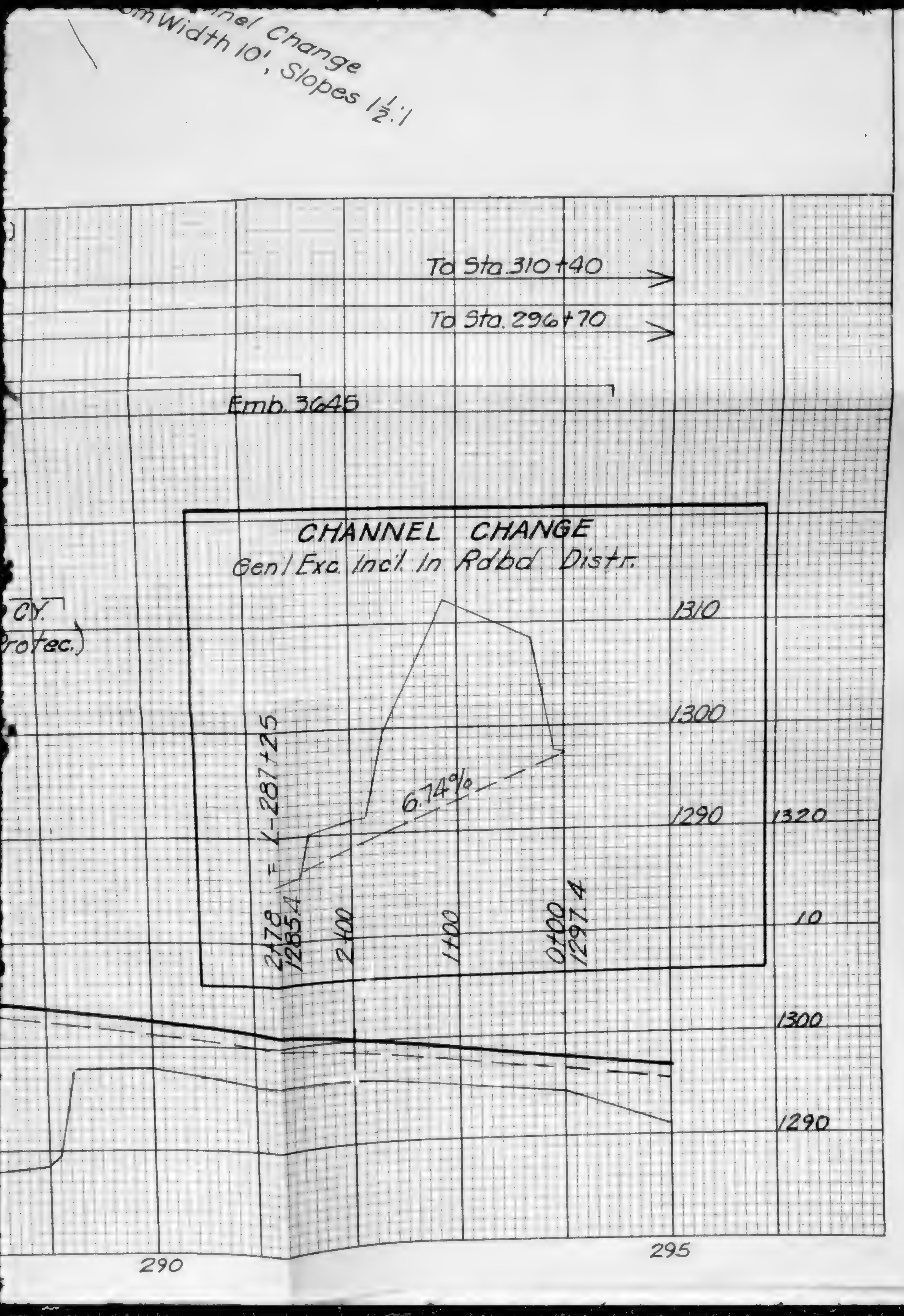
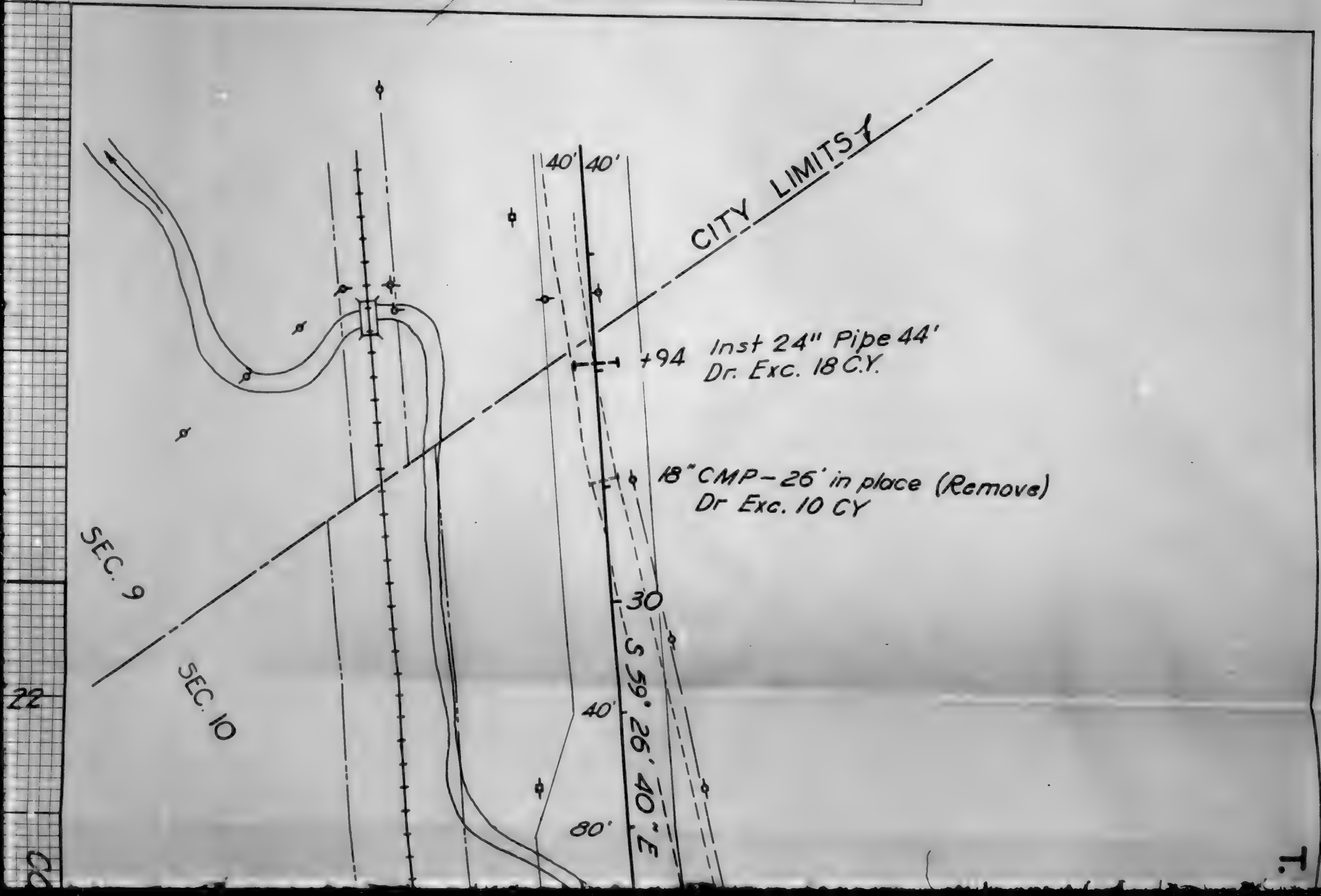
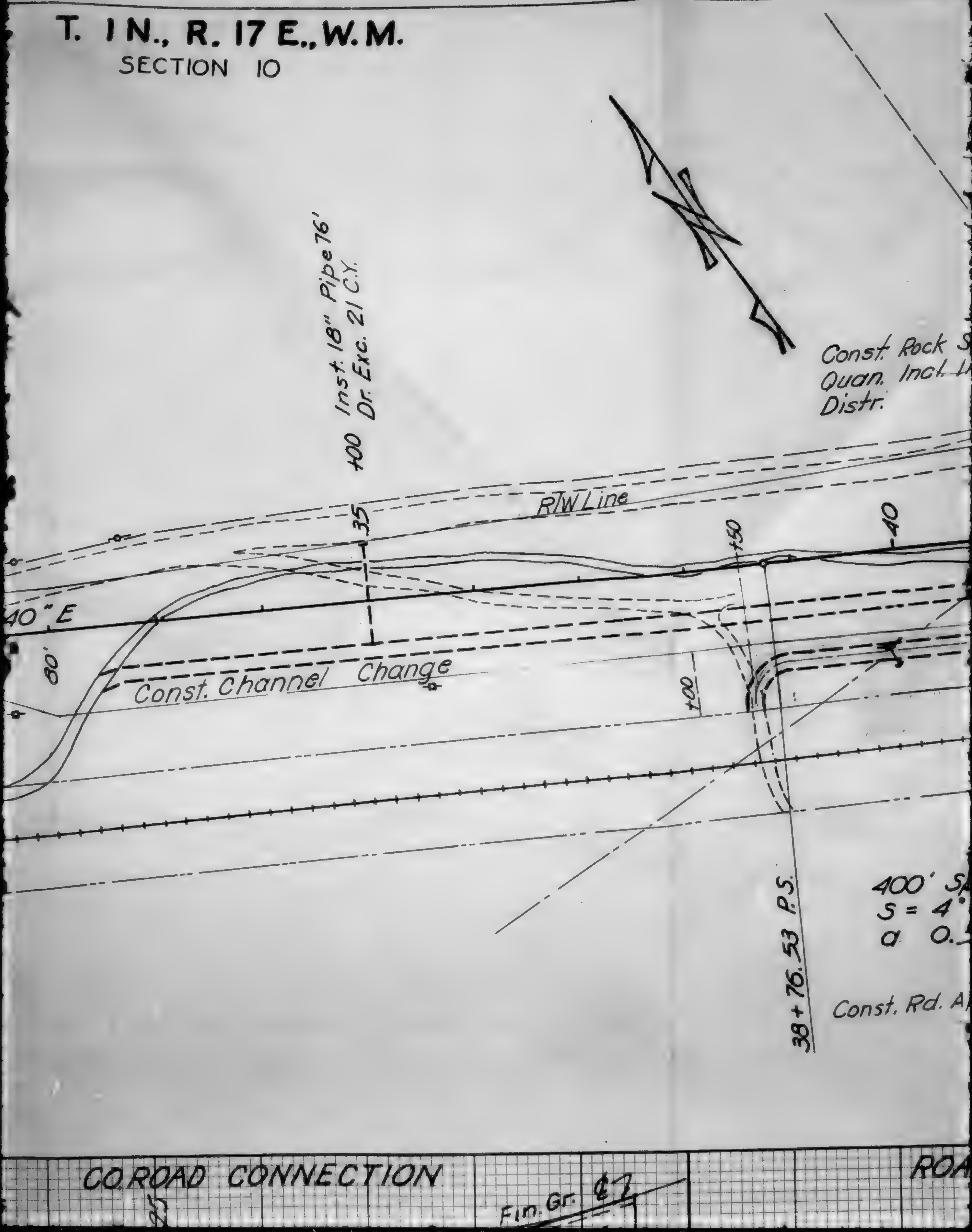
Finish Grade 10' Lt. or Rt.
1307.96 Rail Elev.
1308.03
+45
Exc. 13148
Exc. 9864
280
285

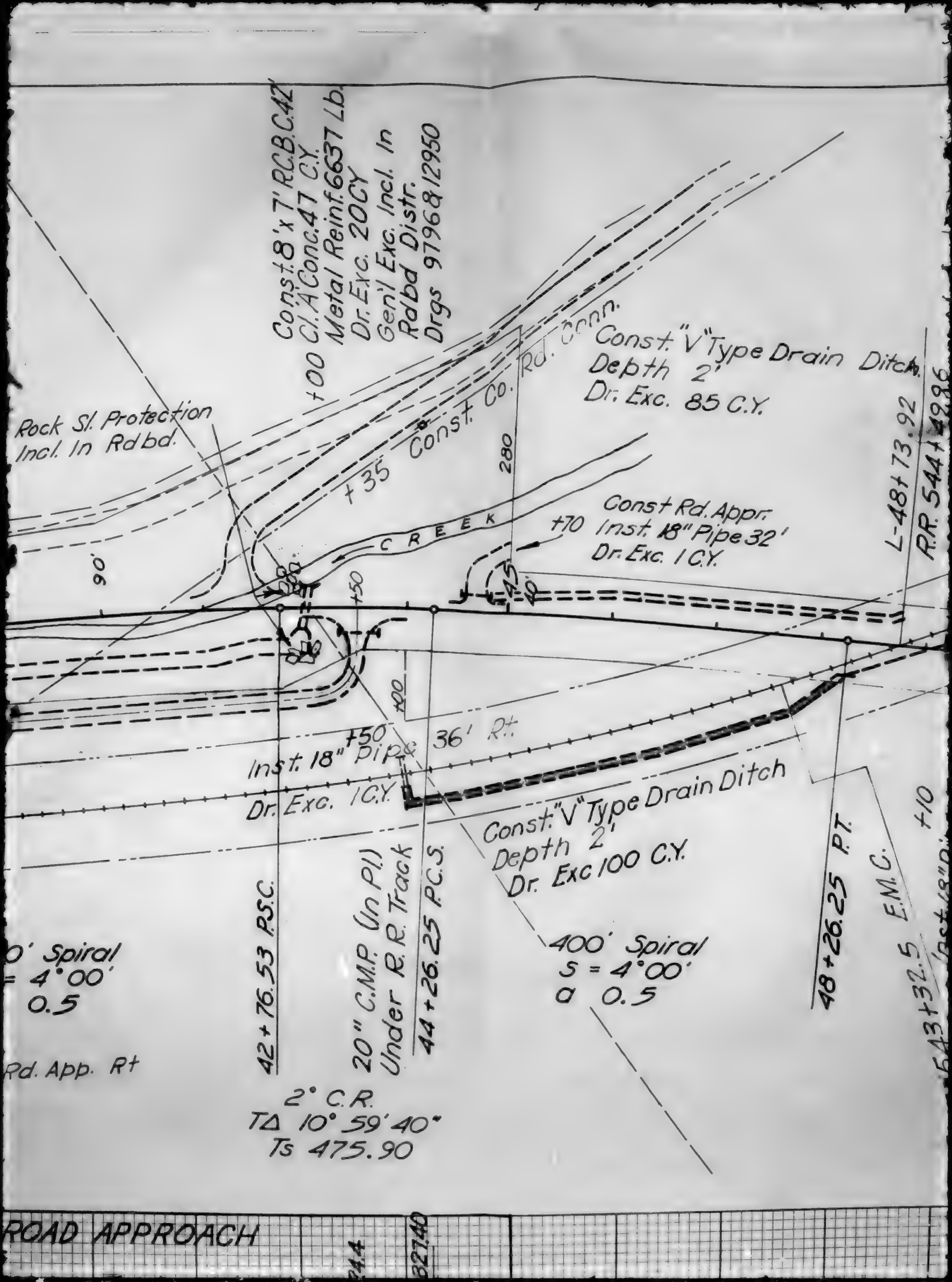

+59.1 B.S
nel Change
m Width 10', Slopes 1½:1
Exc. 1000 (Ch.Ch)
67
To Sta. 310+40
To Sta. 296+70
o.H. 7000 Yd. Sta.
Emb. 3645
GRASS VALLEY CANYON CREEK
Emb. 500 CY.
(Rock Sl. Protec.)
CHANNEL CHANGE
Gen'l Exc. Incl. In Rdbd Distr.
1310
1300
1290
L-287+25 =
2+78
1285.4
2+00
1+00
0+00
1297.4
6.74%
+45
+27
-1.1602 %
290
295


nnel Change
om Width 10', Slopes 1½:1
To Sta. 310+40
To Sta. 296+70
Emb. 3645
CHANNEL CHANGE
Gen'l Exc. Incl. In Rdbd. Distr.
C.Y.
Protec.)
1310
1300
1290
1320
10
6.74%
= ℄-287+25
2+78
1285.4
2+00
1+00
0+00
1297.4
1300
1290
290
295

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

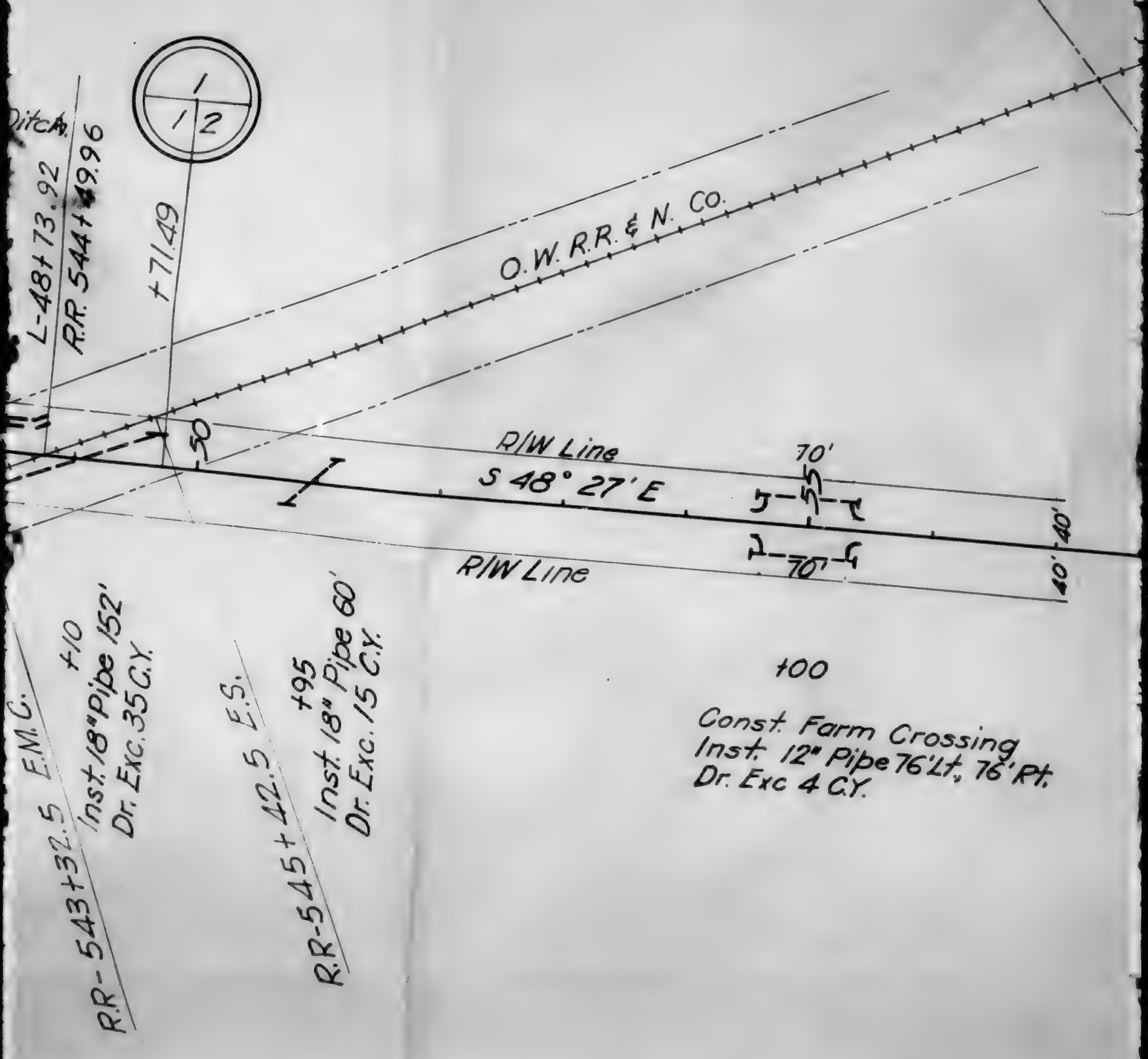

CITY LIMITS
+94
Inst 24" Pipe 44'
Dr. Exc. 18 C.Y.
18" CMP-26' in place (Remove)
Dr Exc. 10 CY
40'
40'
30
S 59° 26' 40" E
40'
80'
SEC. 9
SEC. 10
22
T.


T. 1 N., R. 17 E., W.M.
SECTION 10
Inst. 18" Pipe 76'
Dr. Exc. 21 C.Y.
+00
35
R/W Line
+50
40
40" E
80'
Const. Channel Change
+00
Const. Rock S
Quan. Incl. I
Distr.
38+76.53 P.S.
400' S
S = 4°
a 0.
Const. Rd. A
CO. ROAD CONNECTION
Fin. Gr.
ROA

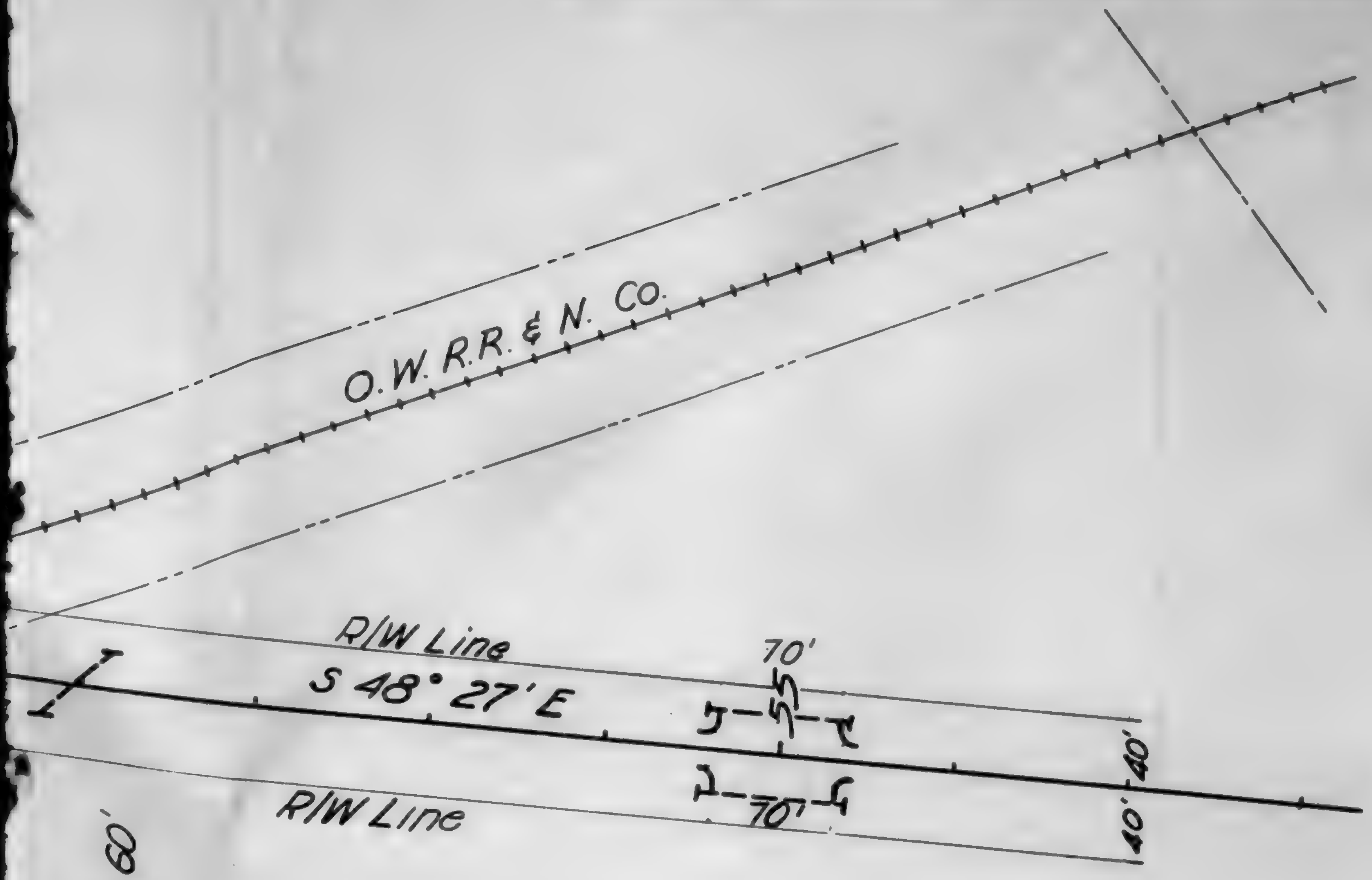

Const. 8' x 7' R.C.B.C. 42'
Cl. "A" Conc. 47 C.Y.
Metal Reinf. 6637 Lb.
Dr. Exc. 20 CY
Gen'l Exc. Incl. In
Rdbd Distr.
Drgs 97968 12950
+00
Rock Sl. Protection
Incl. In Rdbd.
+35 Const. Co. Rd. Conn.
280
Const. "V" Type Drain Ditch
Depth 2'
Dr. Exc. 85 C.Y.
L-48+73.92
R.R. 544+49.96
CREEK
Const Rd. Appr.
+70 Inst. 18" Pipe 32'
Dr. Exc. 1 C.Y.
90'
+50
45'
40'
+00
+50
Inst. 18" Pipe 36' Rt.
Dr. Exc. 1 C.Y.
Const. "V" Type Drain Ditch
Depth 2'
Dr. Exc 100 C.Y.
42+76.53 P.S.C.
20" C.M.P. (In Pl.)
Under R.R. Track
44+26.25 P.C.S.
400' Spiral
S = 4°00'
a 0.5
48+26.25 P.T.
E.M.C.
+10
543+32.5
Inst. 18"
0' Spiral
= 4°00'
0.5
Rd. App. Rt
2° C.R.
TΔ 10° 59' 40"
Ts 475.90
ROAD APPROACH
24.4
327.40

WASCO-HAY CANYON SECTION
WASCO-HEPPNER HIGHWAY
SHERMAN COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON	S-49 (7)	


Ditch
L-48+73.92
R.R. 544+49.96
1
1 2
+71.49
O.W. R.R. & N. Co.
50
R/W Line
S 48° 27' E
70'
55
40'
70'
R/W Line
40'
R.R.-543+32.5 E.M.C.
+10
Inst. 18" Pipe 152'
Dr. Exc. 35 C.Y.
R.R.-545+42.5 E.S.
+95
Inst. 18" Pipe 60'
Dr. Exc. 15 C.Y.
+00
Const. Farm Crossing
Inst. 12" Pipe 76' Lt., 76' Rt.
Dr. Exc 4 C.Y.

WASCO-HAY CANYON SECTION WASCO-HEPPNER HIGHWAY SHERMAN COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-49 (7)		See Index


O.W. R.R. & N. Co.
R/W Line
S 48° 27' E
70'
55
40'
40'
70'
R/W Line
40'

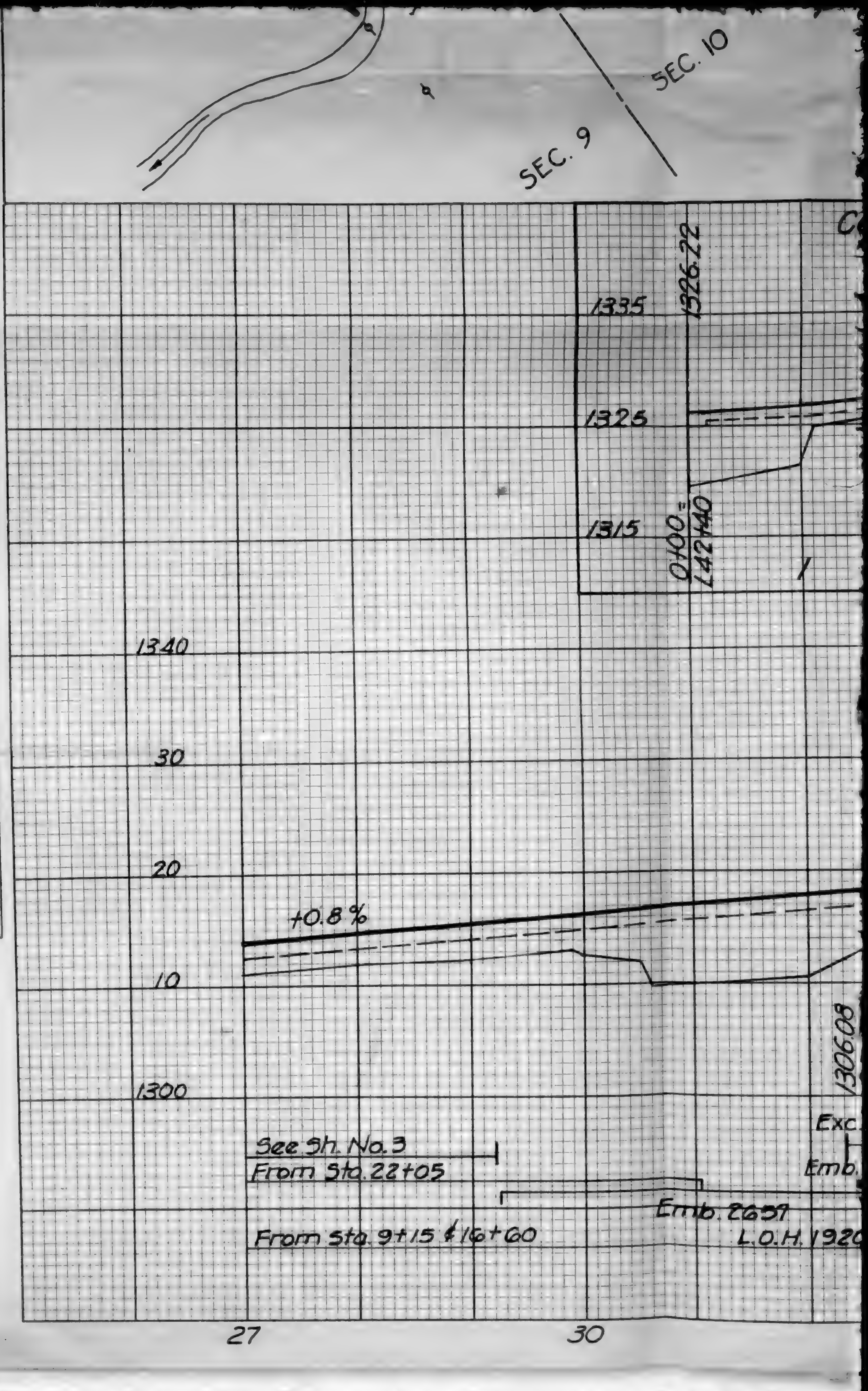
R.R-545+22

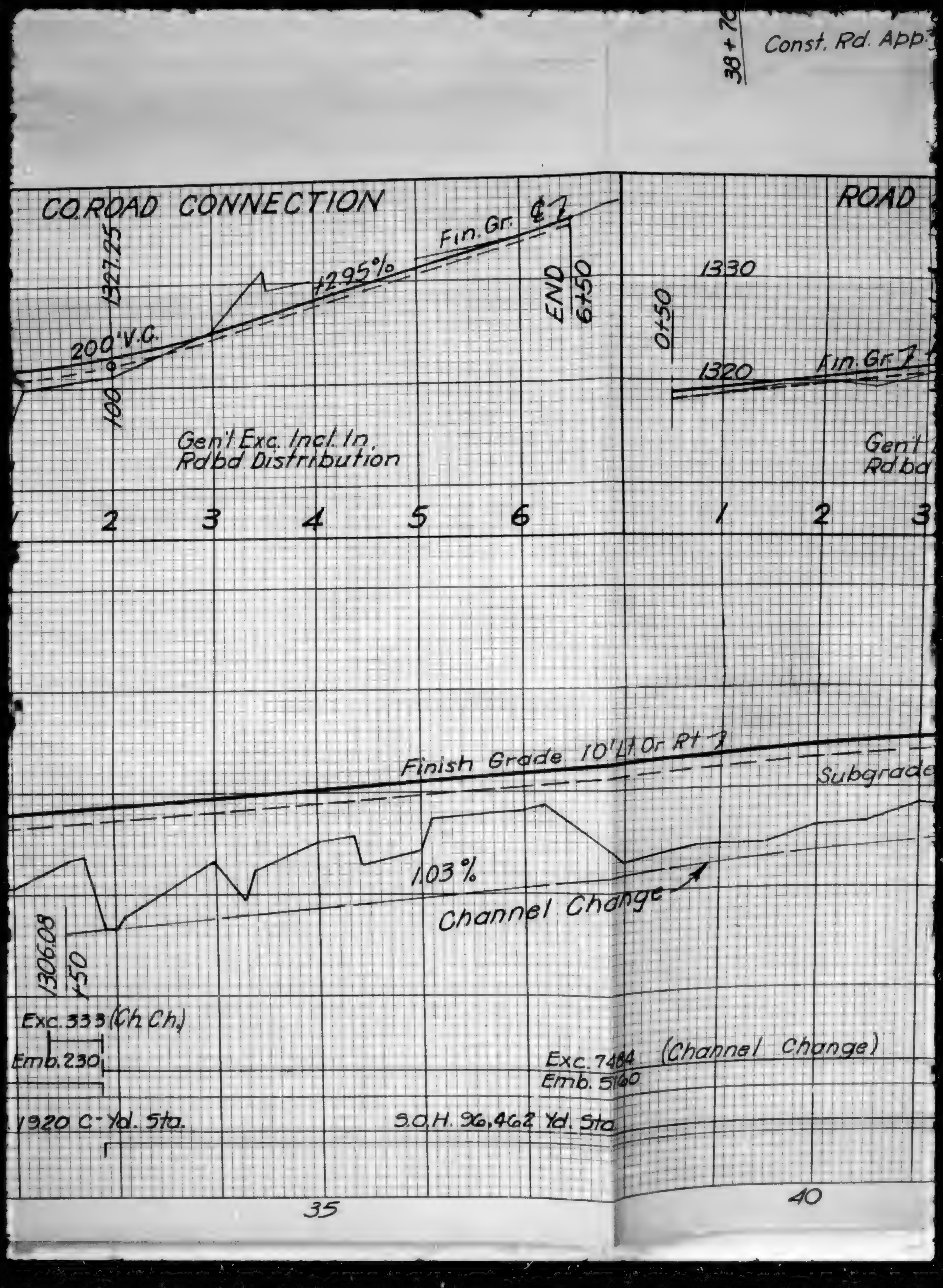
+95
Inst. 18" Pipe 60'
Dr. Exc. 15 C.Y.

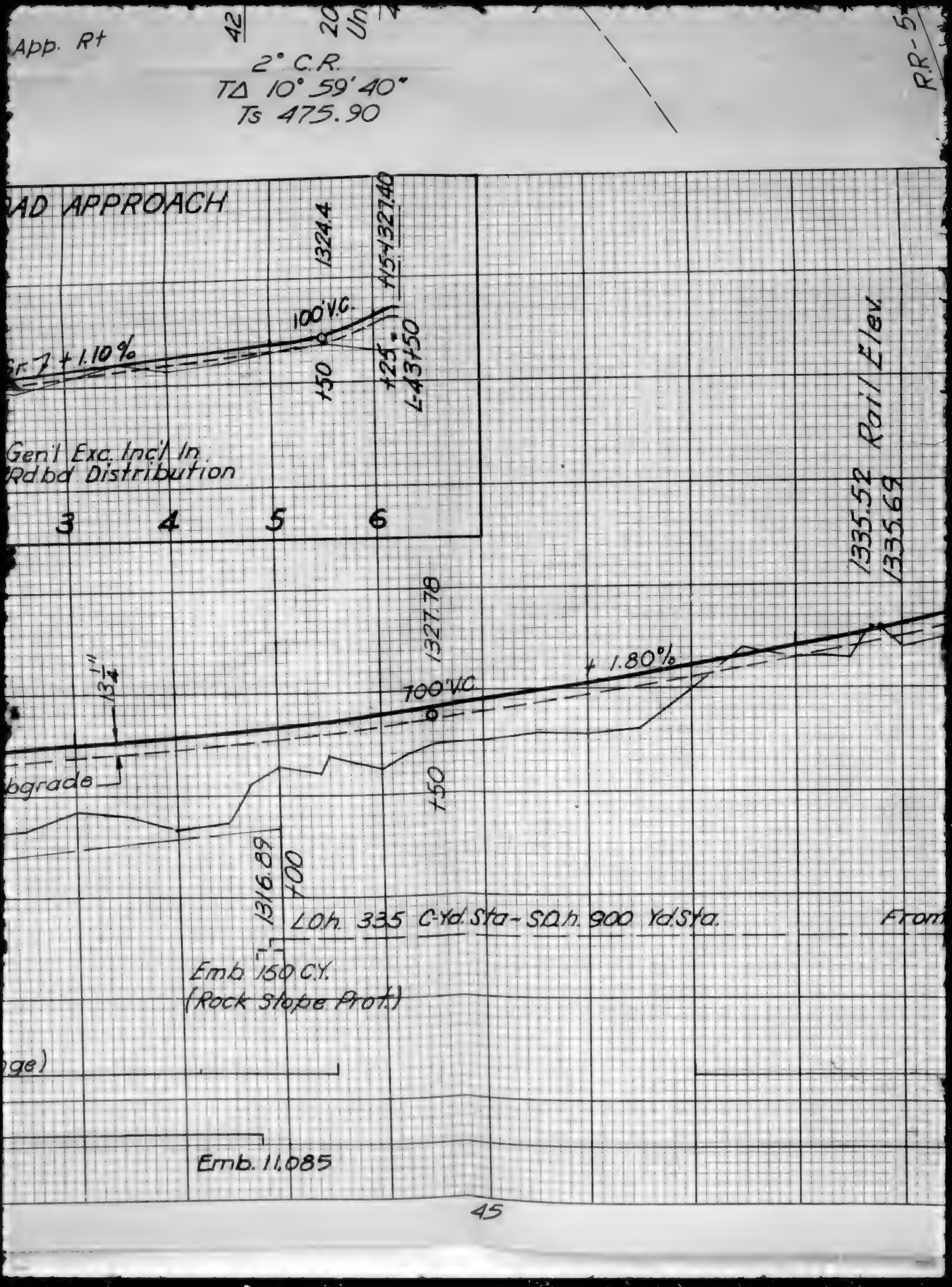
+00

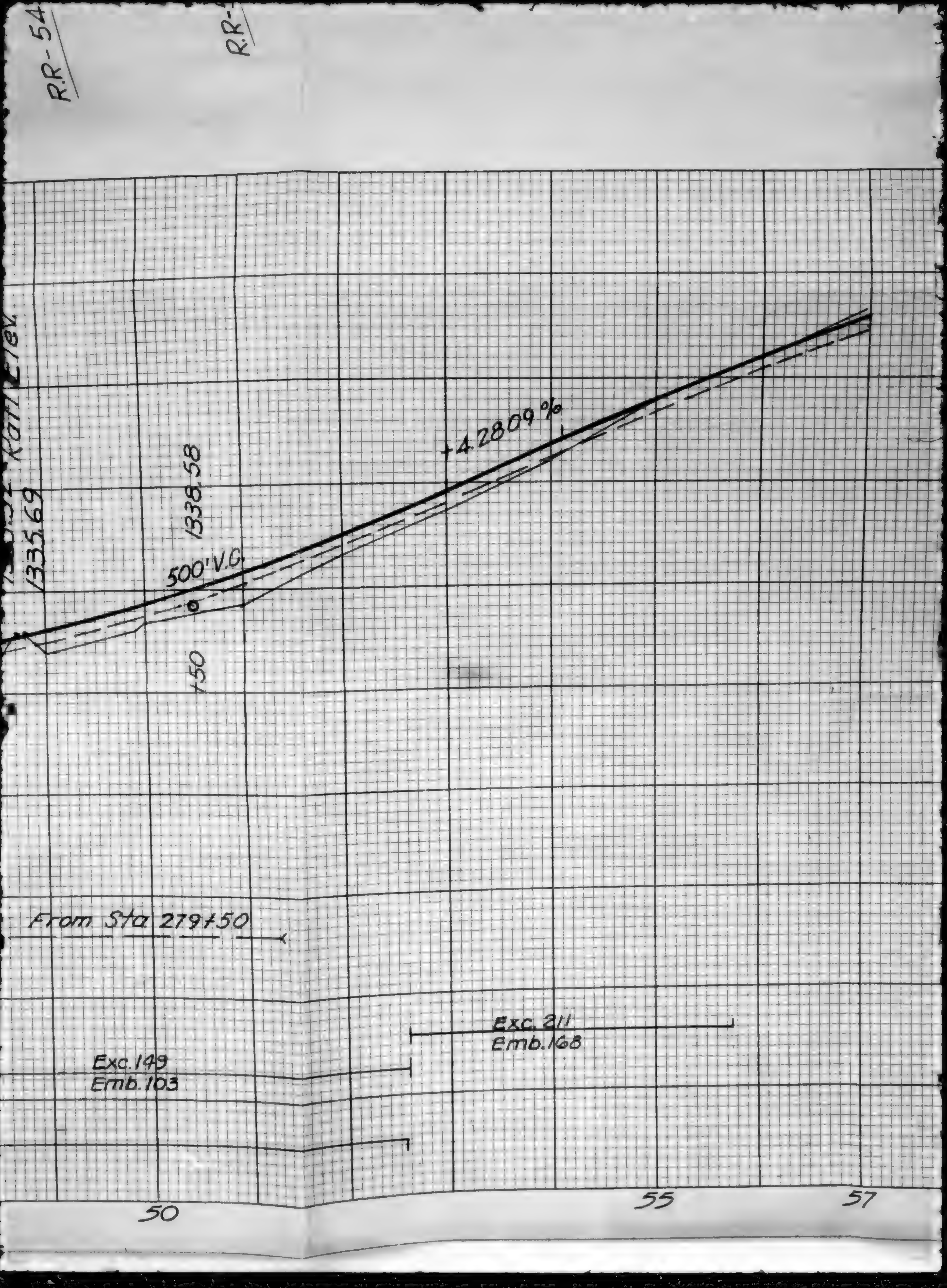
Const. Farm Crossing
Inst. 12" Pipe 76' Lt., 76' Rt.
Dr. Exc 4 C.Y.

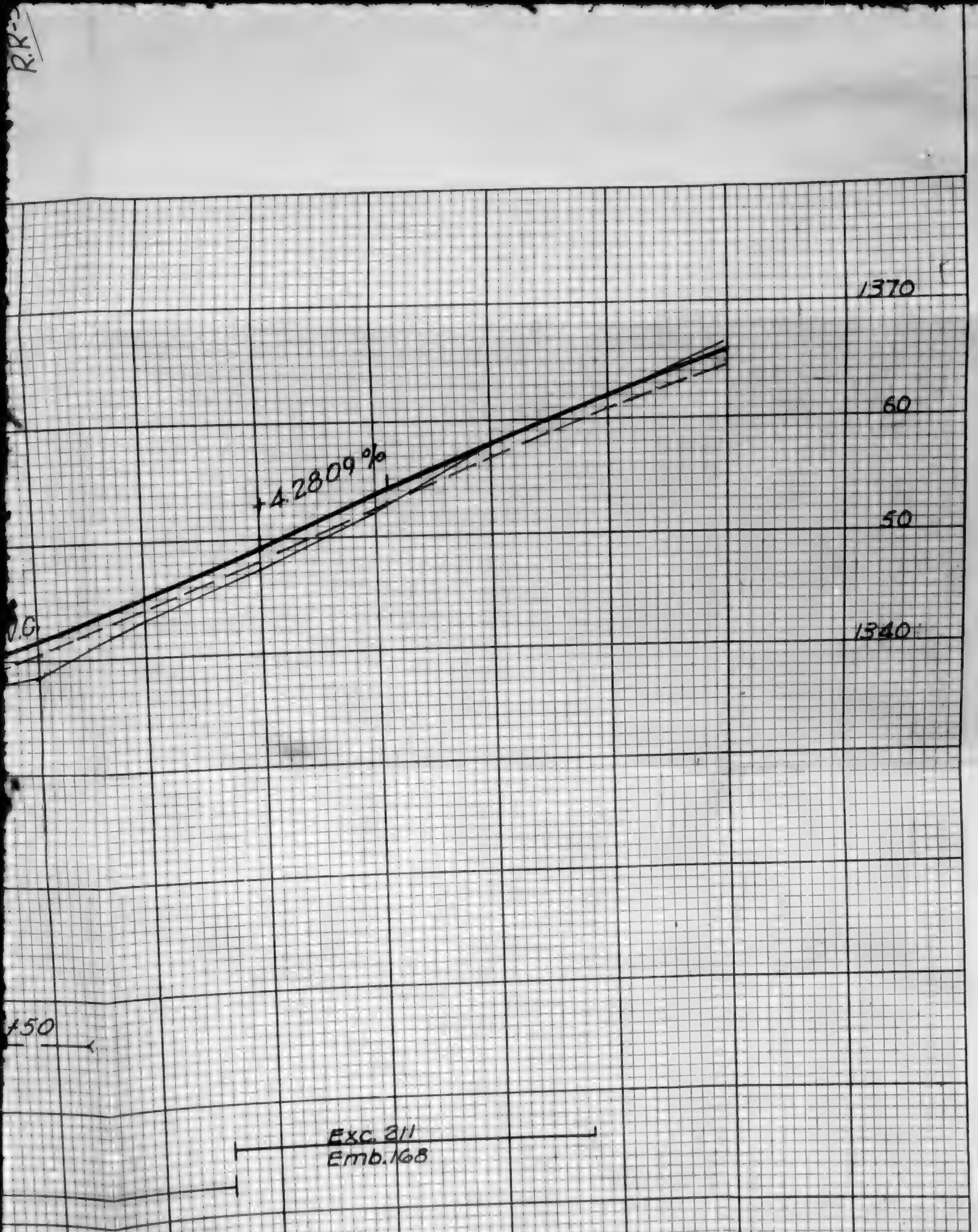
ORIGINAL SURVEY	BY	DATE
NOTE BOOK NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		


SEC. 10
SEC. 9
C
1335
1326.22
1325
1315
0+00 = L42+40
1340
30
20
+0.8 %
10
1306.08
1300
Exc.
Emb.
See Sh. No. 3
From Sta. 22+05
Emb. 2659
From Sta. 9+15 & 16+60
L.O.H. 1920
27
30


38+70
Const. Rd. App.
CO. ROAD CONNECTION
ROAD
Fin. Gr. ℄
1327.25
+2.95%
END
6+50
200' V.C.
100
1330
0+50
1320
Fin. Gr.
Gen'l Exc. Incl. In.
Rdbd. Distribution
Gen'l
Rdbd
2
3
4
5
6
1
2
3
Finish Grade 10' Lt. Or Rt.
Subgrade
1.03%
Channel Change
1306.08
+50
Exc. 333 (Ch. Ch.)
Emb. 230
Exc. 7484 (Channel Change)
Emb. 5160
1920 C-Yd. Sta.
S.O.H. 96,462 Yd. Sta.
35
40


App. Rt
42
20
Un
RR-5
2° C.R.
TΔ 10° 59' 40"
Ts 475.90
OAD APPROACH
1324.4
A15+1327.40
100'V.C.
Gr. 7 +1.10%
+50
+25
L-43+50
Gen'l Exc. Inc'l In
Rd.bd. Distribution
3
4
5
6
Rail Elev.
1335.52
1335.69
1327.78
+1.80%
100'V.C.
13 1/4"
+50
bgrade
1316.89
+00
L.O.h. 335 C-Yd. Sta - S.O.h. 900 Yd. Sta.
From
Emb. 150 C.Y.
(Rock Slope Prot.)
ge)
Emb. 11,085
45


R.R-54
R.R-
Rail Elev
1335.69
1338.58
+50
500' V.C.
+4.2809 %
From Sta 279+50
Exc. 211
Emb. 168
Exc. 149
Emb. 103
50
55
57


R.R-
1370
60
+4.2809%
50
.G
1340
+50
Exc. 211
Emb. 168
55
57

RECEIVED
FEB 25 1959
FOR FILING

S-49(7)

5504

Salem, Oregon
February 24, 1959

BPR authorization to proceed with acquistion of rights of way

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of February 12, 1959, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, Stations 0+00 to 360, maps 8B-11-11 and 8B-11-12. Prefix 128-2502.

S. H. Probert
Office Engineer

SHP:cr

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FEB [illegible] 1959
FOR FILING

S-49(7)

5504

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1959

SUBJECT: Wasco-Hay Canyon Section
Wasco Heppner Highway

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Recently Mr. Baysinger of the Union Pacific Railroad Company went over the above named section with a resident engineer and requested additional ditching along their railroad track, and the installation of a 24-inch pipe under their track about Station 286. It was his feeling that considerable additional water would be thrown on them through our construction.

We have shown the revisions requested by him on the attached sheets and would suggest that they be requested for construction easements covering these features.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

NOTED
G. S. PAXSON

f

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3 9 1959
FOR FILING

S-49(7)

5504

February 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 24, 1958 commenting on our request for a revision of the routing of FAS 378 between Wasco and Hay Canyon. I believe that Mr. Paxson's letter of December 4 was not in enough detail to give you the complete picture.

This project is in an area of sparse population where only a small volume of local traffic can be built up in the length of the section; in fact, there are only one or two inhabited dwellings along the old route in the section. At one time there was a very small settlement consisting of a store, a school, and a grain elevator as a railroad siding known as Klondike. It has been uninhabited for many years. There are a few farms to the north and east that might use a portion of the old route, although alternate routes are available.

FAS 378 is, however, an important route for the area of Eastern Sherman County, Gilliam County, and portions of Morrow County enroute to and from Wasco, The Dalles, and Portland. It is the market outlet for that area. We have traffic counts at Hay Canyon and at a point two miles east of Wasco on the present road which show that approximately two-thirds of the present traffic originates east of Hay Canyon. The route east of Hay Canyon to Condon and Heppner has been improved, and with the improvement of this last section the percentage of traffic benefited by the distance saving will increase. The traffic figures that we have give as much pertinent information as an origin-destination survey would give.

Our proposed relocation not only shortens the distance for the major part of the traffic using the route but also reduces the cost by $110,000. We do not anticipate any construction work on the old route in the foreseeable future, and only minor maintenance by an occasional blading will be required.

We feel that the proposed relocation is the best solution of the problem and that it does fit into the farm-to-market concept of secondary highways. We would appreciate your further consideration of our request, as the project is ready for acquisition of right of way and contracting.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP: WCW:me

cc Mr. Forrest Cooper
Mr. G. S. Paxson

RECEIVED
EB 0 1959
FOR FILING

S 49(7)
5504

January 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

I write this in reply to your letter of December 24, 1958 in which you make reference to the rerouting of the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. Before making any major studies with origin-destination surveys, et cetera, I would like to point out a few facts for your consideration.

Referring to common termini, the existing route is 8.92 miles in length and the construction cost would be $840,000. The proposed new route would be 6.87 miles in length, the cost of which would be $630,000 - the difference $210,000.

In many instances, when highways were placed on the federal system, it was necessary to follow the existing roads due to the fact that there were insufficient funds to build all highways simultaneously. We have on many, many occasions straightened out and improved alignments when construction was finally undertaken. This route, although it does not carry a heavy volume of traffic, is a cross-state route and should be built to reasonable engineering standards, which entails, among other things, shortening of the route. Frankly, this whole thing seems a little absurd, as Klondike is a ghost town. We do not believe that federal regulations or common sense would dictate spending $210,000 of the taxpayers' money, or adding 2.05 miles in distance to serve a ghost town.

The traffic on the new route would be 90 vehicles per day and while it is not possible to estimate traffic on the old road without traffic surveys, it is estimated to be 40 or less than half of that on the so-called main line.

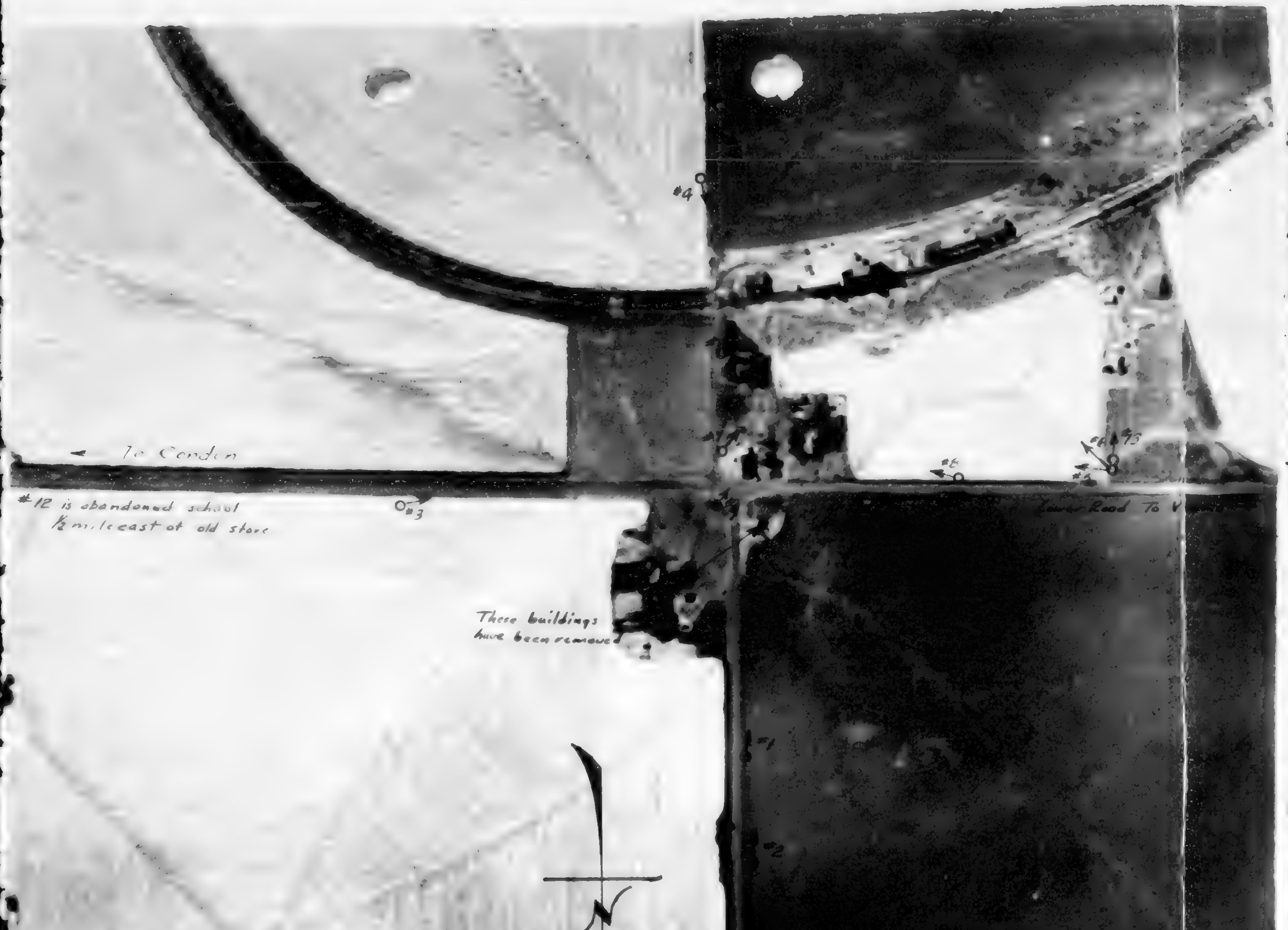
I cannot believe that the Bureau of Public Roads seriously wishes the State to waste money and engineering talent on a matter so patently obvious as this; therefore, I request approval of the located route. There is more that could be said about this but I feel that too much has been said already.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards


#4
To Condon
#3
#5
#6
#3
Lower Road To V
#1
#2
N

#12 is abandoned school
½ mile east of old store

These buildings
have been removed

January 19, 1959

Mr. E. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Re: Railroad encroachments
Wasco-Hay Canyon Section
Wasco-Heppner Highway
in Sherman County

Dear Sir:

Under date of December 8 I sent you maps showing encroachments on your Shaniko Branch by the relocated Wasco-Hay Canyon Section of the Wasco-Heppner Highway. Descriptions covering this property were sent you under date of December 11. In completing the design we find that it will be necessary to build a storm sewer which will under cross your track near your Station 491+40 which is immediately adjacent to the depot in the city of Wasco. I am attaching hereto two prints from our Drawing 10C-34-1, dated January 1959, showing the location of this installation. I am also attaching two copies of descriptions for this easement which are attached to copies of descriptions sent you and shown as Parcel No. 6. It would be appreciated if you would add this Parcel No. 6 to the request for encroachments previously made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr/ Tom Edwards
Mr. Walter Wright

DESCRIPTION ONLY

O. W. R. & N. Company

Wasco-Hay Canyon

Sherman County

File No. 29156
HRS 1-8-59
8B-11-11 & 12
8B-12-8 10C-34-1
Wasco-Heppner Highway

Right of way and encroachment

PARCEL NO. 1 An easement over or on the following described parcel, to-wit:
A parcel of land lying in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 10, Township 1 North, Range 17 East, W. M., Sherman County, Oregon; the said parcel being described as follows:

Beginning at railroad center line Station 544+49.96 on the center line of the O. W. R. & N. Company, said Station being 458 feet South and 1756 feet East of the West quarter corner of said Section 10; said Station also equals Highway Station 48+73.92 on the center line of the relocated Wasco-Heppner Highway; thence Southeasterly along the center line of said highway, 119.07 feet to a point on the Southerly right of way line of said railroad, said point being 50 feet Southerly from (when measured at right angles to) said railroad center line at railroad Station 545+58.0 and the true point of beginning; thence Westerly along said railroad right of way line 95.4 feet to a point on a line which is 40 feet Southerly and parallel to the center line of said highway, said point also being 50 feet Southerly from (when measured radially to) the center line of said railroad at railroad Station 544+62.6; thence Northwesterly parallel to and 40 feet Southerly of said highway center line, 261.1 feet to the Northerly right of way line of said railroad, at a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 542+21.5; thence Easterly along said Northerly right of way line, 214.1 feet to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 544+35.6, said point being on a line which is parallel to and 40 feet Northeasterly of the center line of said highway; thence Southeasterly parallel to and 40 feet Northeasterly of said highway center line, 239.2 feet to the Southerly right of way line of said railroad at a point 50 feet Southerly from (when measured at right angles to) the center line of said railroad at railroad Station 546+53.3; thence Westerly along said Southerly right of way line, 95.3 feet to the true point of beginning.

The center line of the relocated Wasco-Heppner Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 38+76.53, said Station being 131 feet North and 955 feet East of the West quarter corner of said Section 10; thence on a spiral curve right (the long chord of which bears South 58° 06' 40" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 53° 56' 50" East) 149.72 feet; thence on a spiral curve right (the long chord of which bears South 49° 47' East) 400 feet; thence South 48° 27' East, 1673.75 feet to Station 65+00.

The parcel of land to which this description applies contains 0.46 acre.

PARCEL NO. 2 An easement over or on the following described parcel, to-wit: (Also for R/W)

A parcel of land lying in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Beginning at Station 1009+54.3 on the center line of the O. W. R. & N. Company, said Station being 1465 feet South and 1784 feet East of the West quarter corner of said Section 30, said Station also equals Station 285+36.85 on the center line of the relocated Wasco-Heppner Highway; thence Southerly at right angles to said railroad center line, 50 feet to the Southerly right of way line of said railroad; thence Westerly along said right of way line, 13.4 feet to the true point of beginning, said point being 50 feet Southerly from (when measured at right angles to) the center line of said railroad at railroad Station 1009+67.7, said point also being 50 feet Southerly from (when measured at right angles to) the center line of said relocated highway; thence Westerly parallel to said highway center line, 209.3 feet, more or less, to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1011+63.9; thence Northeasterly parallel to said railroad center line 223 feet, more or less, to a point 50 feet Northerly from (when measured at right angles to) the center line of said railroad at railroad Station 1009+40.8, said point also being 50 feet Northerly of (when measured at right angles to) the center line of said relocated highway; thence Easterly parallel to said highway center line 221.8 feet, more or less, to a point 50 feet Southerly from (when measured radially to) the center line of said railroad at railroad Station 1007+44.1; thence Westerly parallel to and 50 feet Southerly of said railroad center line, 223.5 feet, more or less, to the true point of beginning.

The center line of the relocated Wasco-Heppner Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 274+28.98, said Station being 787 feet South and 995 feet East of the West quarter corner of said Section 30; thence on a spiral curve left (the long chord of which bears South 25° 54' 47" East) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 54° 09' 30" East) 439.38 feet; thence on a spiral curve left (the long chord of which bears South 82° 24' 13" East) 400 feet; thence South 87° 44' East, 331.64 feet to Station 290+00.

The parcel of land to which this description applies contains 0.5 acre.

PARCEL NO. 3 (R/W and encroachment)
A parcel of land lying in the Southeast quarter (SE¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Commencing on the South side of the right of way of the Columbia Southern Railway Company's main line as it crosses the section line between Sections 31 and 32, Township 1 North, Range 18 East, being 458 feet South of the corner of Sections 29, 30, 31 and 32 and 58 feet South of Station 959+00; thence South 422 feet to the center of Grass Valley Creek; thence North 48° 36' West, 633 feet; thence North 7° 56' West, 1160 feet; thence North 47° 15' West, 413 feet to the true point of beginning; thence North 73° 30' West, 1157 feet; thence North 8° 52' East, 48 feet to a line which is parallel with and 120 feet Southerly of the center line of the Columbia Southern Railway Company's main line; thence Easterly parallel with and 120 feet Southerly of said main line center line, to a point 120 feet Southerly from (when measured at right angles to) said center line at railroad Station 979+00; thence Southeasterly in a straight line 210 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 1.95 acres.

PARCEL NO. 4 (R/W and encroachment)
A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 31, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Commencing on the South side of the right of way of the Columbia Southern Railway Company's main line as it crosses the section line between Sections 31 and 32, Township 1 North, Range 18 East, being 458 feet South of the corner of Sections 29, 30, 31 and 32 and 58 feet South of Station 959+00; thence South 422 feet to the center of Grass Valley Creek; thence North 48° 36' West, 383 feet to the true point of beginning; thence continuing North 48° 36' West, 250 feet; thence North 7° 56' West, 120 feet; thence South 35° 41' 05" East, 349.9 feet to the true point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

PARCEL NO. 5 A temporary easement for R. R. slopes for the duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Beginning at railroad center line Station 1016+00 on the main track of the O. W. R. and N. Company, said Station being 1480 feet South and 1170 feet East of the West quarter corner of said Section 30; thence Northeasterly along a line which is radially to said center line 50 feet to the Northerly right of way line of said railroad and the true point of beginning; thence Easterly along said right of way line to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1011+63.9, said Station 1011+63.9 also being on a line which is parallel to and 50 feet Southerly of the center line of the relocated Wasco-Heppner Highway; thence Easterly along said line which is parallel to said highway center line to a line which is parallel to and 20 feet Northerly of said railroad center line; thence Westerly parallel to and 20 feet Northerly of said railroad center line to a point 20 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1016+00; thence Northerly at right angles or radially to said center line, a distance of 30 feet to the true point of beginning. The center line of the relocated Wasco-Heppner Highway herein referred to being described in Parcel No. 2.

The parcel of land to which this description applies contains 0.31 acre.

PARCEL NO. 6 A permanent easement for a storm sewer over or on the following described parcel, to-wit:

A parcel of land lying in the City of Wasco, also lying in Section 9, Township 1 North, Range 17 East, W. M., Sherman County, Oregon; the said parcel being described as follows:

Beginning at the Southeast corner of Lot 1, Block 6, City of Wasco; thence West along the South line of Lots 1 and 2 of said Block 6, a distance of 82 feet, more or less, to the Southwesterly right of way line of the O. W. R. & N. Company; thence Southeasterly along said railroad right of way line 30 feet, more or less, to the North line of Lot 11 of said Block 6; thence East along the North lines of Lots 11 and 12 of said Block 6, a distance of 60 feet, more or less, to the Northeast corner of Lot 12; thence North in a straight line 20 feet to the place of beginning.

The parcel of land to which this description applies contains 1420 square feet, more or less.

wc/fd

OREGON STATE HIGHWAY DEPARTMENT

Located Line

EASEMENT FOR STORM SEWER (U.P.R.

WASCO - HEPPNER HIGHWAY

SHERMAN COUNTY

Scale 1" = 50' Jan. 1959

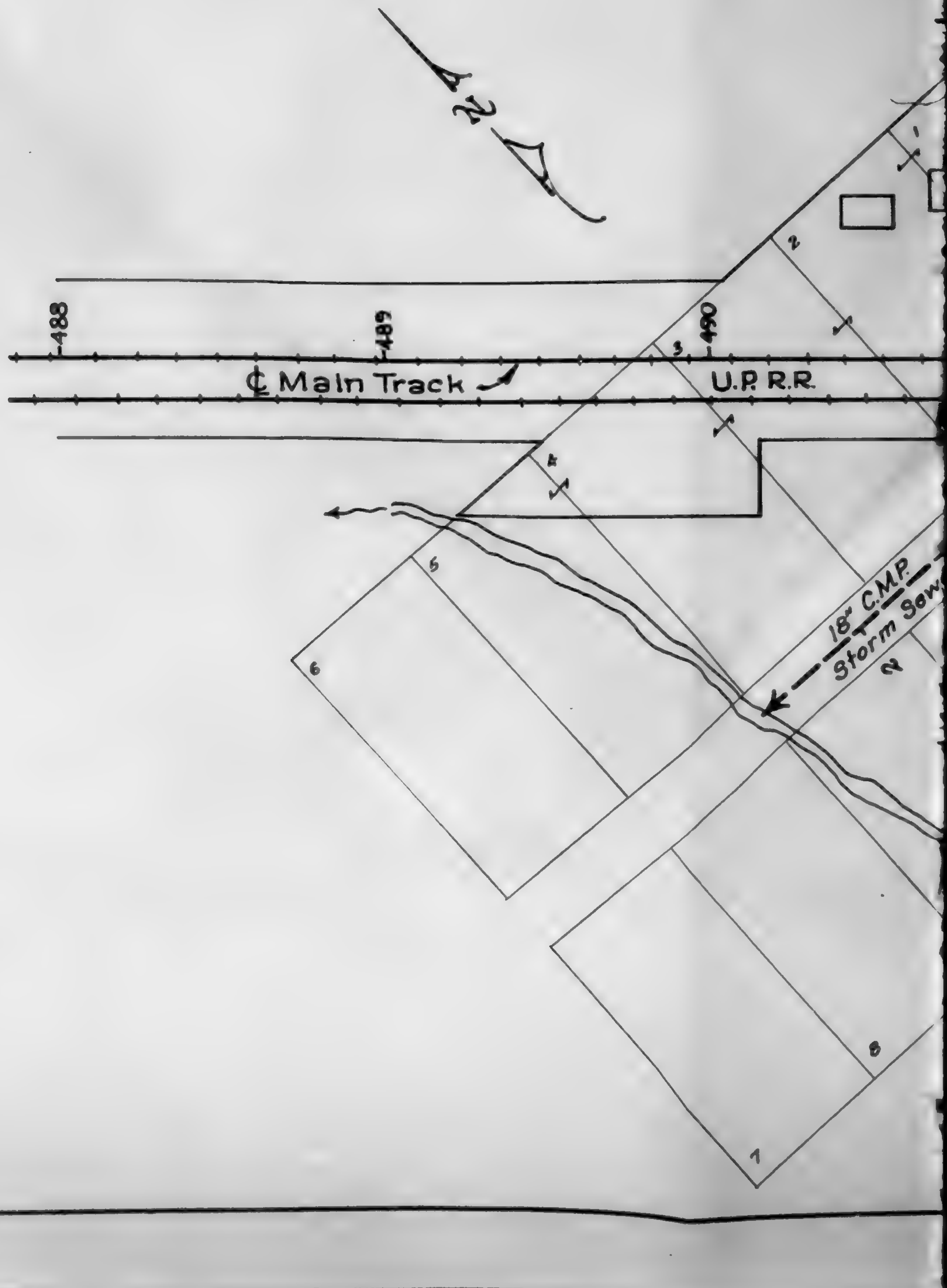
DWG. NO. 10C-34-1

File No. 29156

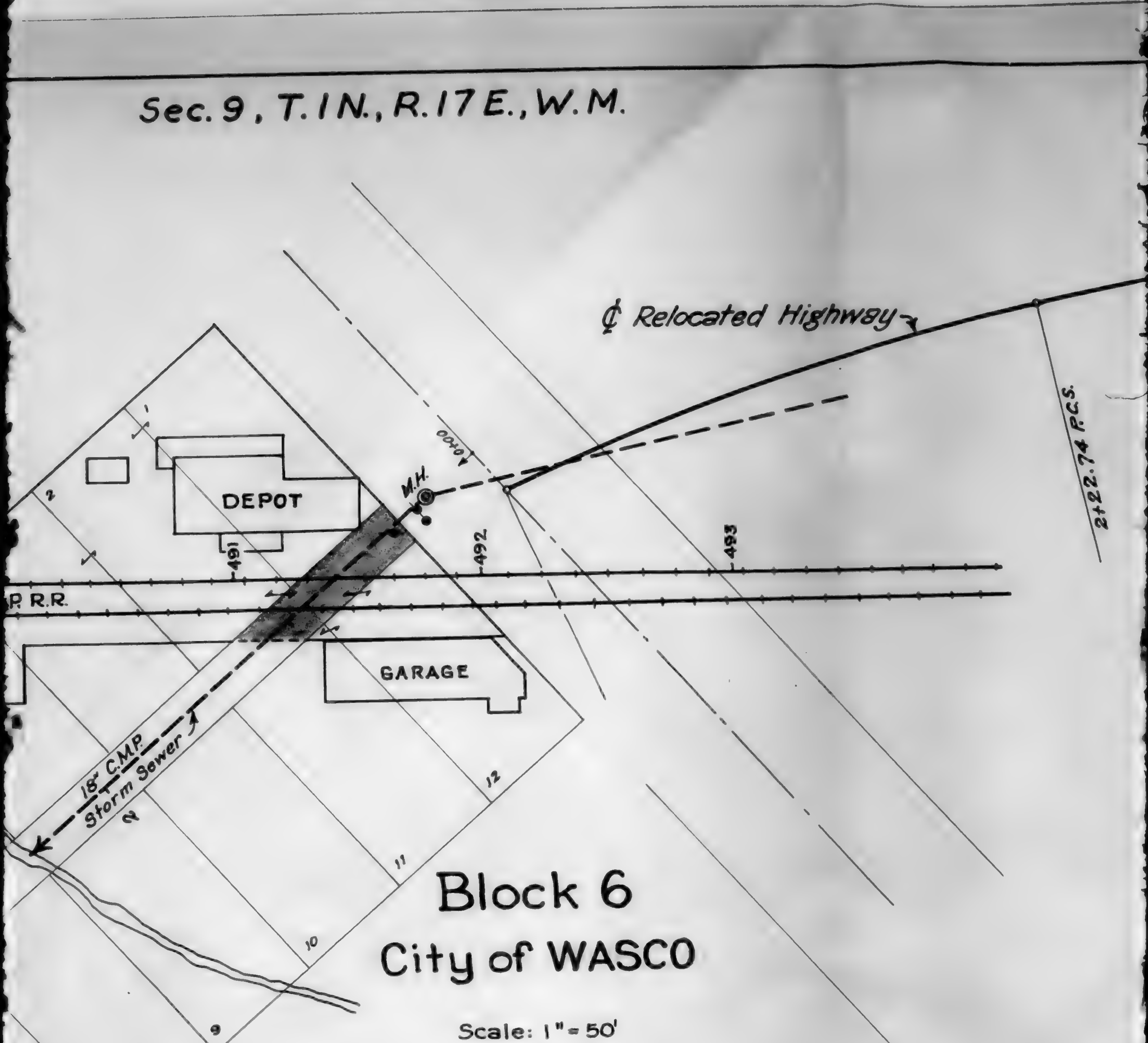
Parcel No. 6

(U.P.R.R.Co)

GHWAY

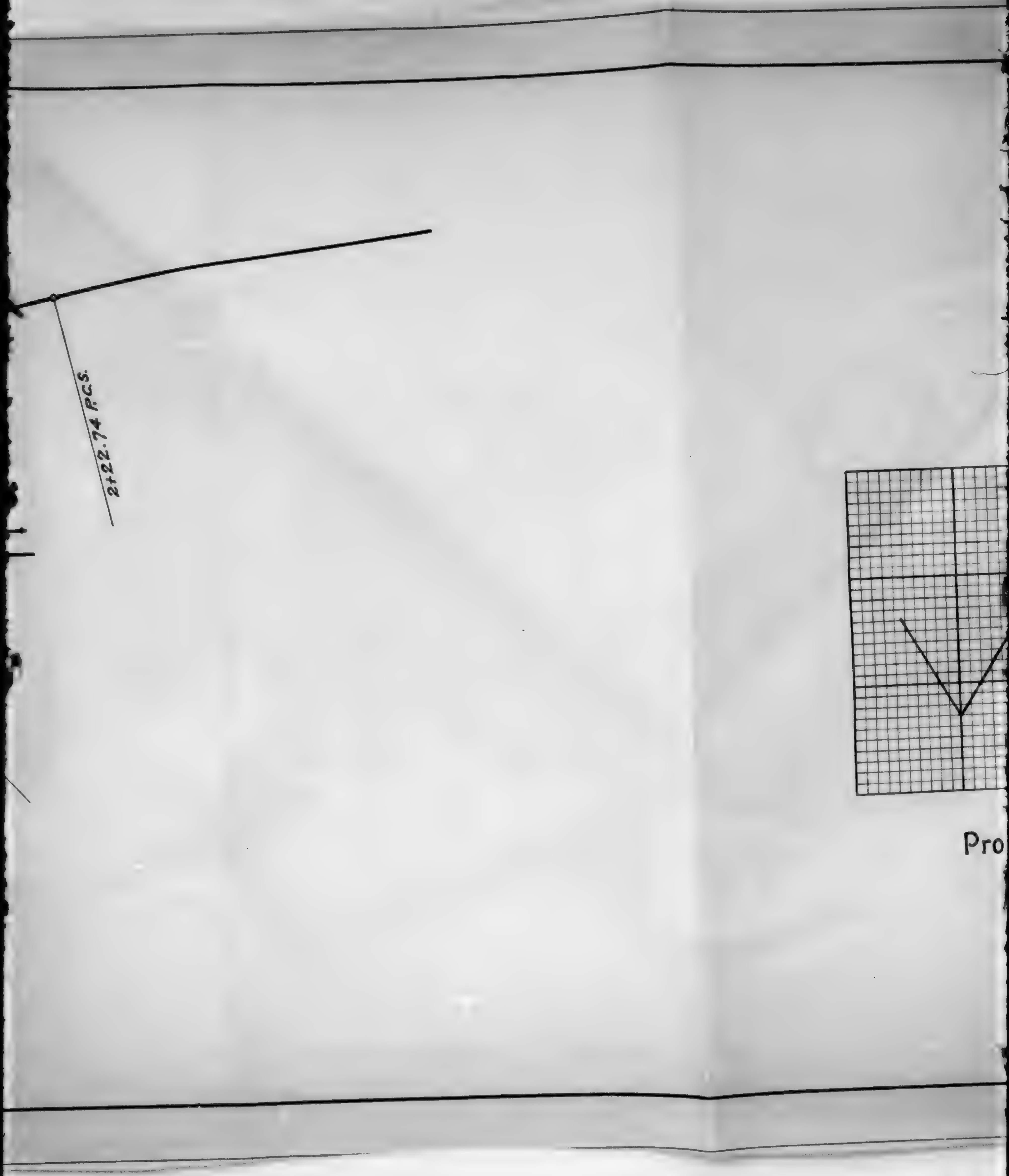


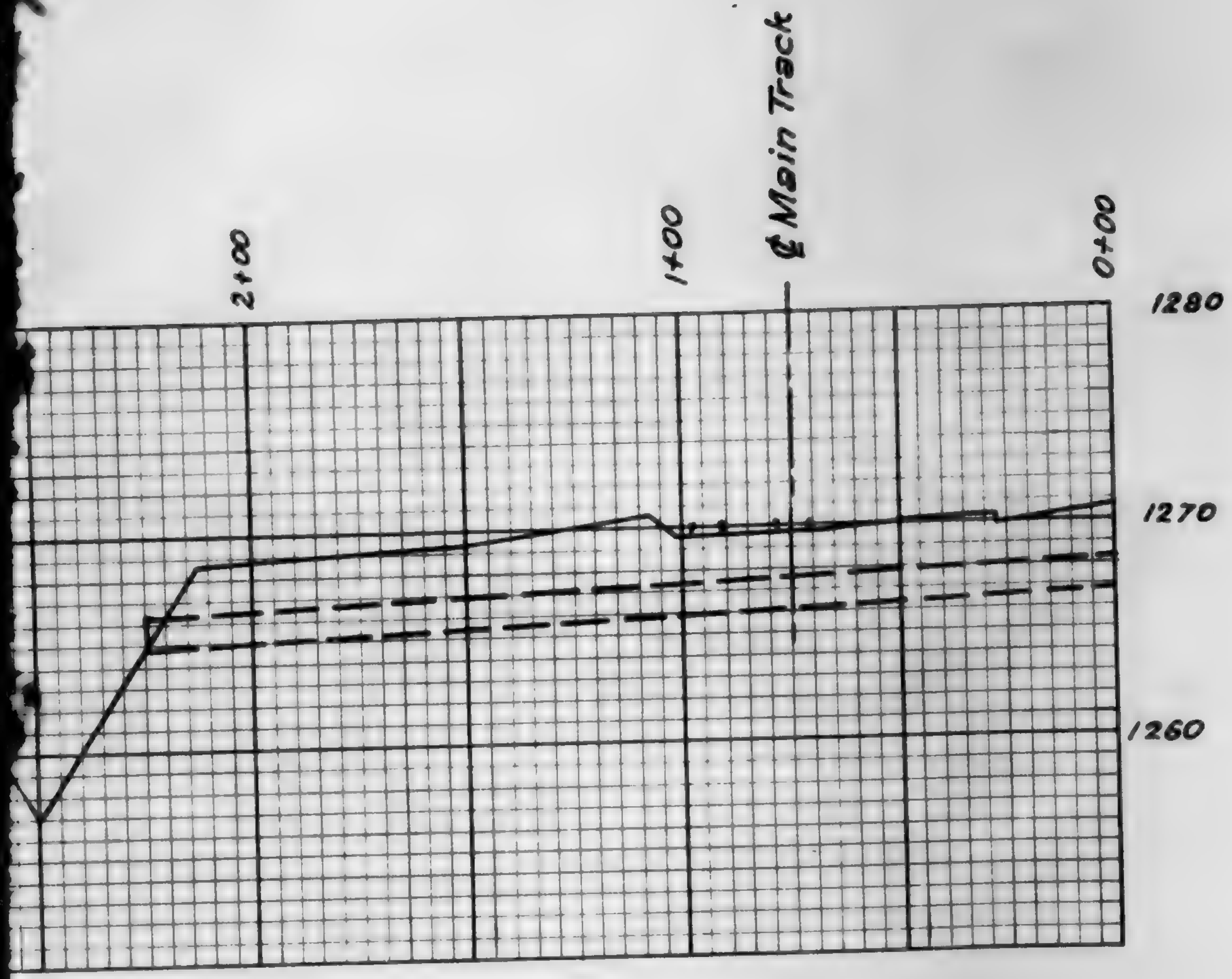
N
488
489
490
℄ Main Track
U.P. R.R.
18" C.M.P.
Storm Sew
1
2
3
4
5
6
7
8


Sec. 9, T. 1 N., R. 17 E., W. M.
℄ Relocated Highway
2+22.74 P.C.S.
0+00
M.H.
DEPOT
GARAGE
491
492
493
P. R.R.
18" C.M.P.
Storm Sewer
1
2
7
8
9
10
11
12

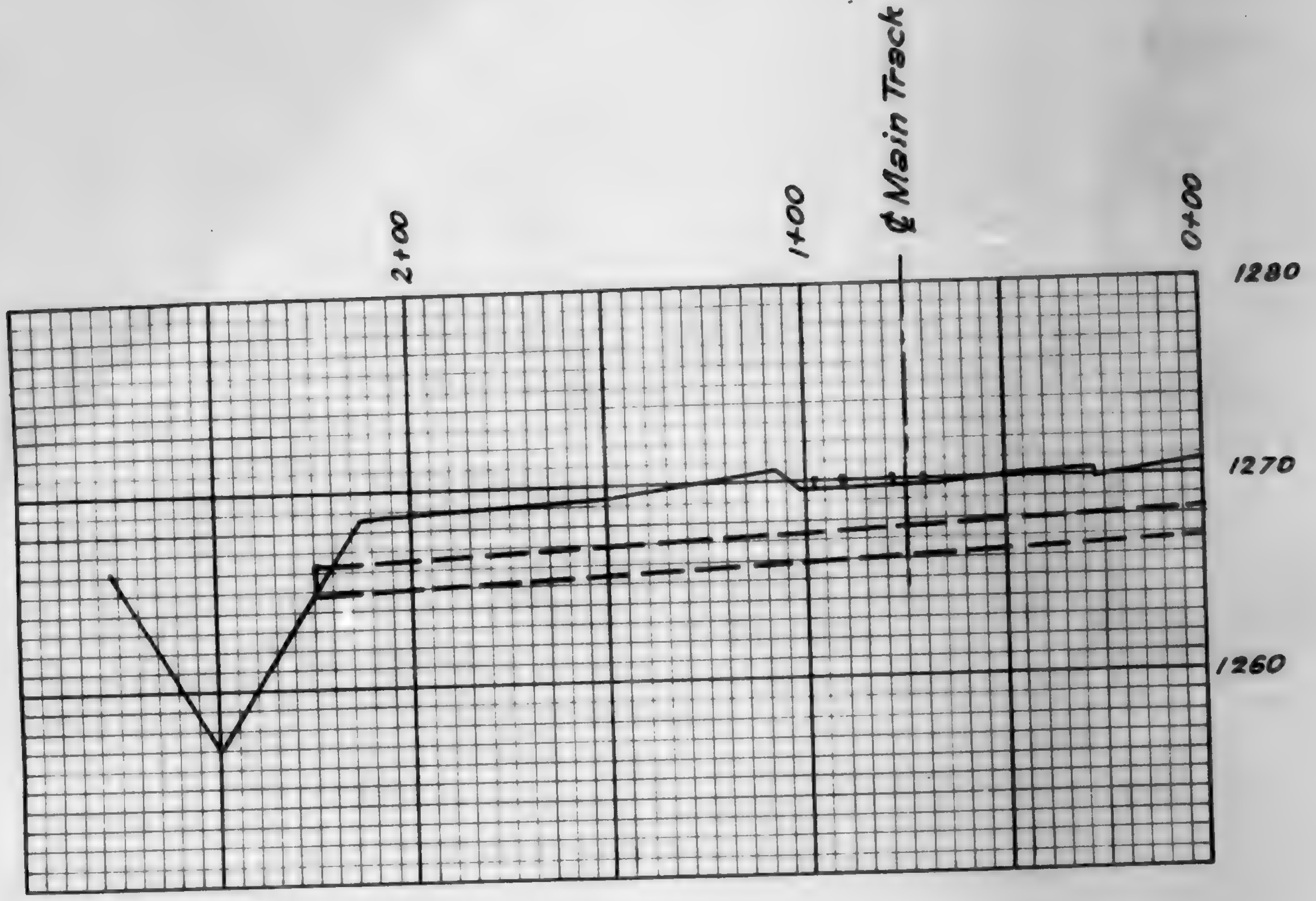
Block 6
City of WASCO

Scale: 1" = 50'


2+22.74 P.C.
Pro


℄ Main Track
2+00
1+00
0+00
1280
1270
1260

Profile of Storm Sewer 1"=50' Horiz. 1"=10' Vert.



2+00
1+00
℄ Main Track
0+00
1280
1270
1260

Profile of Storm Sewer 1" = 50' Horiz. 1" = 10' Vert.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: File No. 29156
O. W. R. & N. Company
Wasco-Hay Canyon Section
Wasco-Heppner Highway
Sherman County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached hereto are three copies of a right of way and encroachment description covering the property on Map No. 10C-34-1, which you recently received from Mr. Barbee.

D H Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

Attachments

NOTED
G. S. P.

RECEIVED
JAN 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER

January 13, 1959

Rough Draft.

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your letter of December 24 requesting justification for our proposed rerouting of the Highway FAS 378 between Wasco and Hay Canyon, we offer the following.

Economic analyses show the costs and benefits for alternate locations to be as follows:

Location	Miles	Construction Cost	Annual Cost	Annual Benefit	Annual Cost Less Benefit	Total Cost Less Benefit (30 Yrs.)
Existing Route	8.92	$840,000	$51,169	$10,720	$40,449	$1,213,470
Proposed New Route	6.87	630,000	38,546	15,410	23,136	694,080
Savings		$210,000			$17,313	$ 519,390

The saving of $519,390 is more than sufficient to finance such future improvement of the existing road as may be necessary to adequately serve the traffic which that route will carry and to absorb the extra cost involved in maintaining the two routes.

Recent studies by our Traffic Division give estimates of traffic volumes subsequent to construction of the new route, as follows:

On the existing route	AD ~~20 to 60~~ ADT
On the new route	90 ADT

The above figures indicate rather clearly that traffic on the section of highway concerned is predominately "through" traffic, a situation which the

Regional Office has questioned and which may have had considerable influence on the action of that office with respect to the project. In this connection, we wish to point out that although the Wasco-Condon Highway does not carry a heavy traffic, its position in the State's system of highways, together with the complete absence of competing routes in the area, definitely qualifies it as a "through" highway. For traffic tributary to the section of the John Day Highway between Condon and the Ochoco Highway Junction, moving to or from The Dalles, Hood River and Portland, it affords a cut-off with a distance saving of 17 miles. Also indicative of the "through" nature of the highway is the fact that pressure for its improvement has come almost entirely from beyond the termini of the highway and from communities interested only in its use as a through highway.

The rural area that might be better served by construction on the existing route between Wasco and Hay Canyon is of very limited extent and is only sparcely populated. It can be served with greater over-all economy by a separate road. The community of Klodike is ~~so~~ too small ~~as~~ to ~~barely~~ merit the designation "community".

Sketch showing proposed relocation, Wasco to Hay Canyon, and sketch showing traffic volumes before and after proposed improvement are enclosed.

Comparative statistics for the relocation and the existing route are as follows:

	Relocation	Existing Route
Construction cost	$630,000	$840,000
Length	6.87 miles	8.92 miles
Rise and fall	870 feet	1,000 feet
Curvature	430 degrees	500 degrees
Benefit quotient	0.40	0.21

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
FORM E-30X—50M—5-58—13046

FOR FILING

S-47(7)

5504

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1959

SUBJECT: Benefit Quotient Analysis
Highway 300
Wasco to Hay Canyon

To: S. H. Probert
Office Engineer
BUILDING

In compliance with your verbal request to Mr. Al. Head, on January 7, 1959, we have prepared a benefit quotient analysis on three alternate proposals on Highway 300 from Wasco to Hay Canyon.

The attached sheet shows the Total Cost, Annual Cost, Annual Benefits, and Benefit Quotient for each of the alternate proposals.

by Al Head
F. B. Crandall
Traffic Engineer

GLS:bb
Attachment
cc: G. S. Paxson - Attachment
Tom Edwards - Attachment

NOTED
G. S. PAXSON

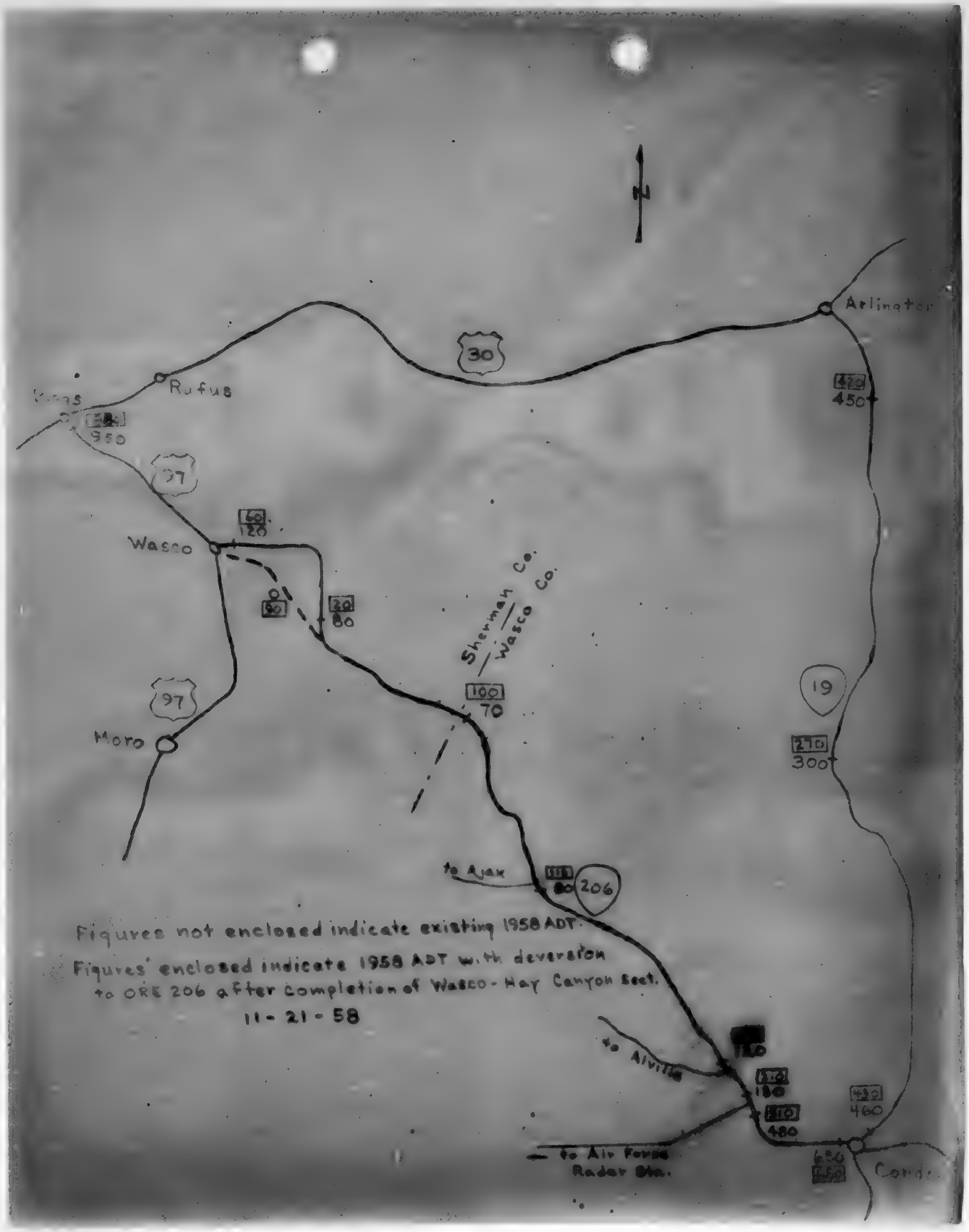
RECEIVED
JAN 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Wasco-Heppner Highway

Section	Length Miles	Distance Savings Miles	Total Cost	Annual Cost	Annual Benefits	Benefit Quotient
			Present Route			
	9.20					
			Proposed Route			
New Location	6.87	2.33	$ 630,000	$ 38,546	$ 15,410	0.40
Imp. Existing Hwy.	8.92	0.28	840,000	51,169	10,720	0.21
New Location plus Impr. of Existing Hwy. from Wasco to Klondike	15.79	-6.59 1/	930,000	58,472	18,691	0.32

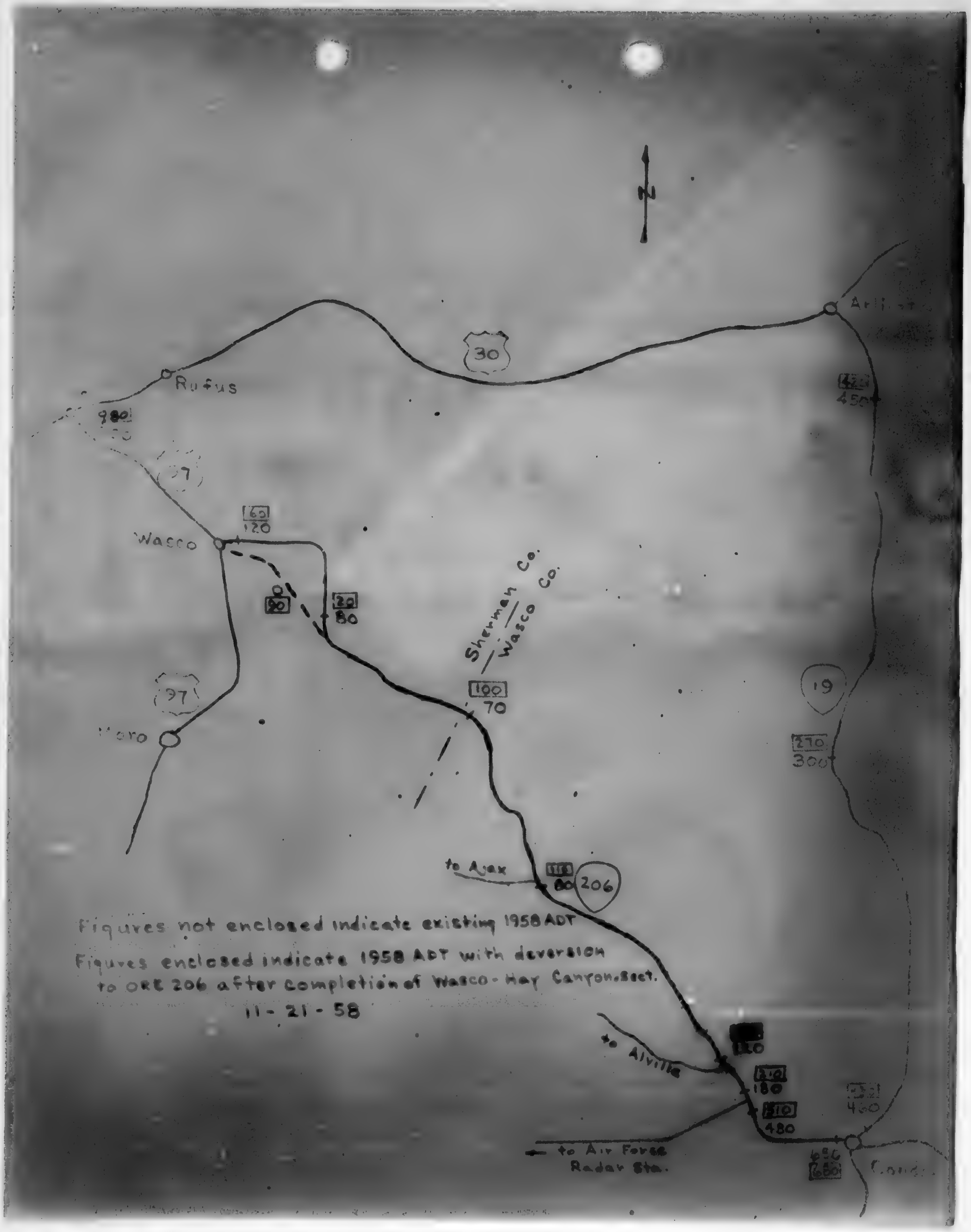
1/ 6.87 miles added to State Secondary System
0.28 miles distance savings via existing location
6.59 miles net increase in mileage on State Secondary System.


Arlington
30
Rufus
950
97
Wasco
60
120
20
80
60
Sherman Co.
Wasco Co.
100
70
97
Moro
420
450
19
270
300
to Ajax
80
206
to Alville
180
180
310
480
460
680
to Air Force Radar Sta.
Condon

Figures not enclosed indicate existing 1958 ADT.

Figures enclosed indicate 1958 ADT with deversion to ORE 206 after completion of Wasco-Hay Canyon Sect.

11-21-58


N
Rufus
30
Arli
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97
Wasco
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Sherman Co.
Wasco Co.
100
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450
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270
300
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Moro
to Ajax
110
80
206
to Alville
120
210
180
510
480
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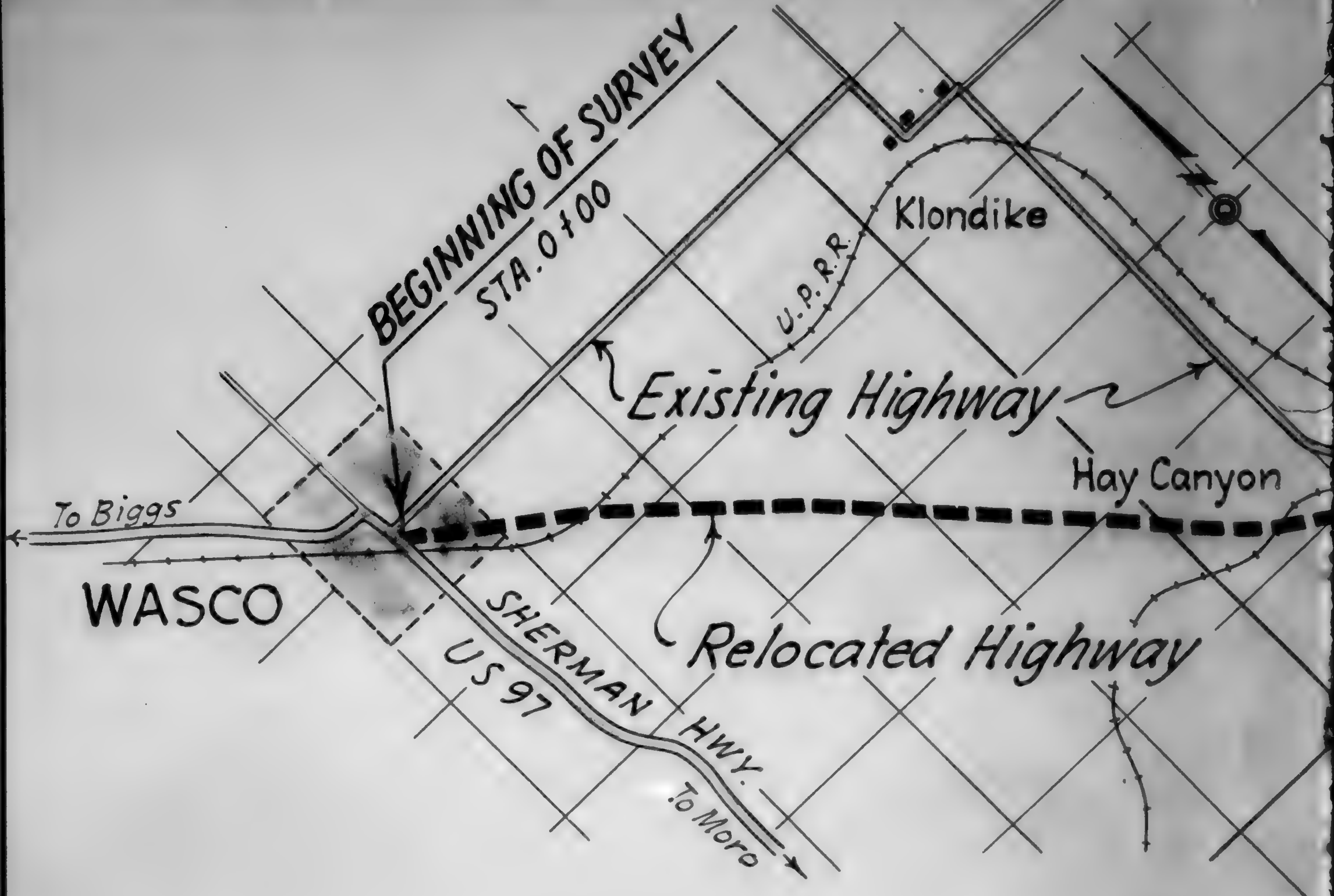
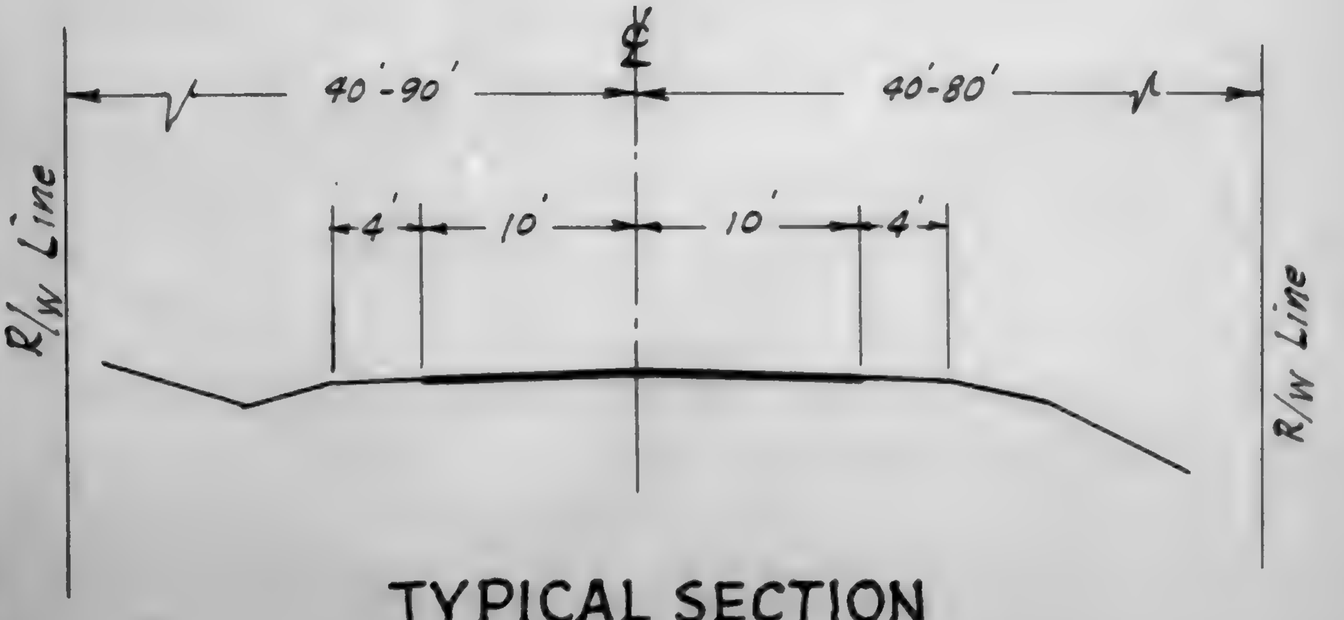
650
680
to Air Force
Radar Sta.
Cond

Figures not enclosed indicate existing 1958 ADT
Figures enclosed indicate 1958 ADT with deversion
to ORE 206 after completion of Wasco - Hay Canyon Sect.
11 - 21 - 58


BEGINNING OF SURVEY
STA. 0+00
Klondike
U.P.R.R.
Existing Highway
Hay Canyon
To Biggs
WASCO
Relocated Highway
SHERMAN HWY.
US 97
To Moro


℄
40'-90'
40'-80'
4'
10'
10'
4'
R/W Line
R/W Line

TYPICAL SECTION

OREGON

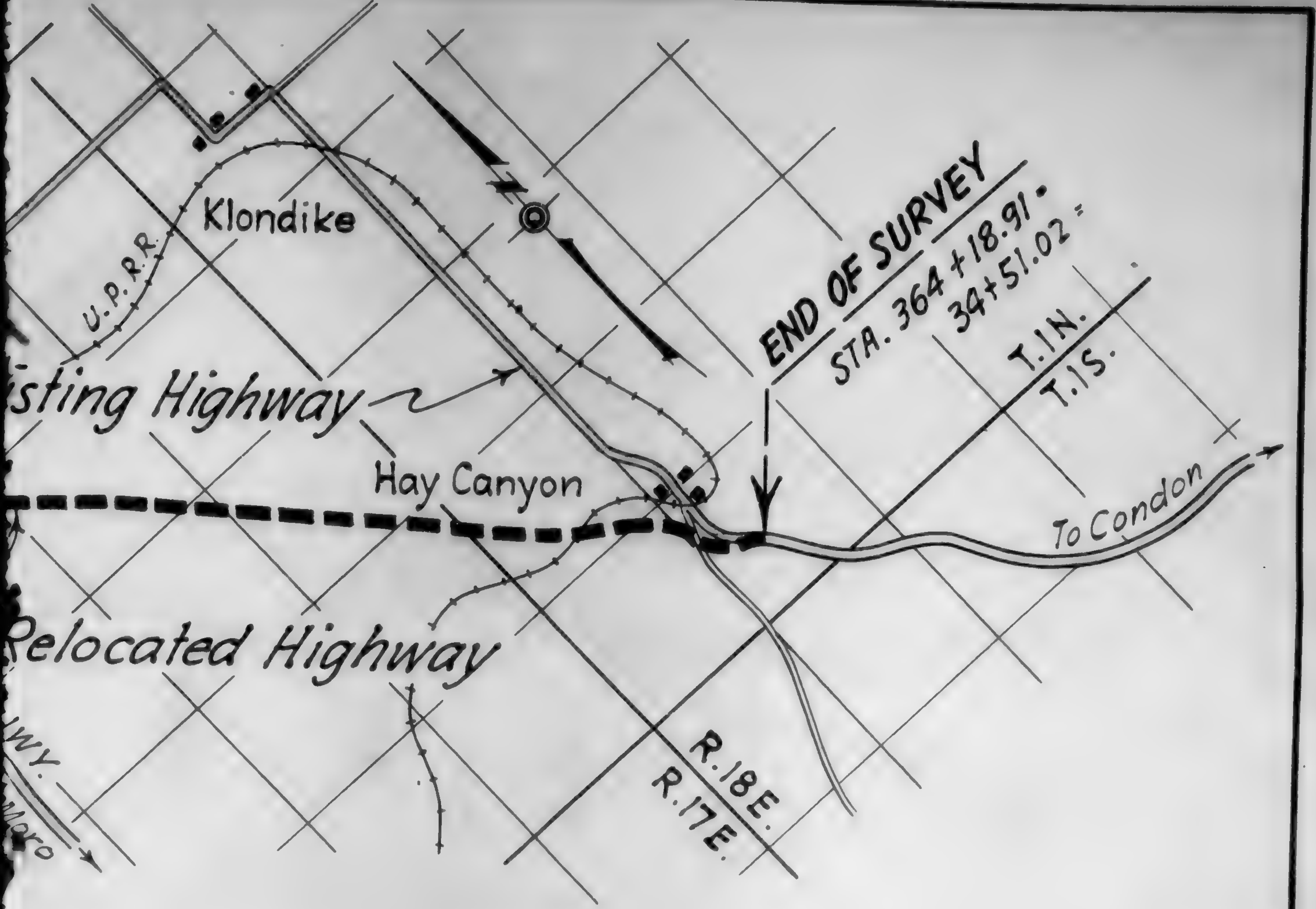
WASCO

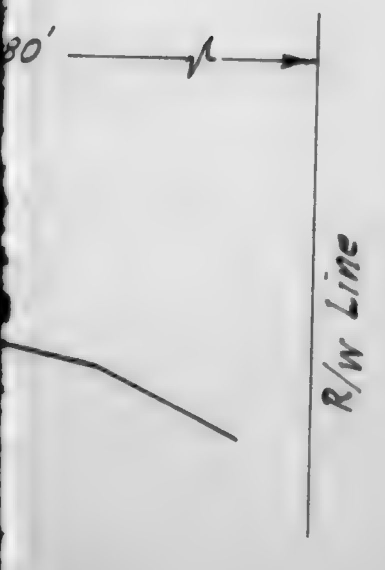
WAS

Scale: 1"

For details

1R-5-1214


END OF SURVEY
STA. 364+18.91 =
34+51.02 =
Klondike
U.P.R.R.
isting Highway
Hay Canyon
Relocated Highway
T.1N.
T.1S.
To Condon
R.18E.
R.17E.
Hwy.
Moro



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WASCO-HAY CANYON SECTION

WASCO-HEPPNER HIGHWAY

SHERMAN COUNTY

Scale: 1" = 1 Mi.   Nov., 1958

DRG. NO. 1R-5-1214

For details see Drg. No. 8B-11-11 and 8B-11-12, Oct., 1958

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1959

SUBJECT: R. R. Encroachment Maps
Wasco-Hay Canyon Section
Wasco-Heppner Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 10C-34-1, which is an addition to the encroachment previously submitted concerning the subject section.

The description for this encroachment is being submitted to Mr. Wright today.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

NOTED
G. S. PAXSON

RECEIVED
JAN 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 5, 1959

SUBJECT: Photographs of Klondike, Ore.

To:
Mr. Tom Edwards
Construction Engineer
Salem, Oregon

Attn: Mr. V. D. Wolfe, Chief Loc. Engr.

Enclosed herewith are two sets of photographs as well as the negatives for pictures taken of Klondike, Oregon as requested by you in a telephone call last week. I am also enclosing a portion of a print of an aerial photograph taken in 1949 showing Klondike and enlarged to an approximate scale of 1" = 400'. On this enlargement I have marked the approximate location from which the various pictures were taken. The following is a tabulation of the pictures by number as marked on the prints:

1. View of town looking south.
2. View of town looking south.
3. View of town looking west.
4. Portion of town looking north.
5. Portion of town looking east.
6. Continuation of picture #5, looking south of east.
7. House, equipment shed and elevators looking southwest from point southeast of old store or post office.
8. The other house and west side of old store taken from west side of town.
9. Old Post Office and general store building taken looking southwest from point accross existing Wasco-Heppner Hwy. Not in business.
10. Looking northwest at southerly side of elevators.
11. Looking south of west at northerly side of elevators.
12. Looking northeast at old schoolhouse about ½ mile east of general store.
13. Vacant house and barn in background about ¼ mile west of store.

School 1935±
Store 1931

H. Coulter
H. S. Coulter
Resident Engineer

cc: Mr. Dean Swift

To: Cooper

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OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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CE ACE ACE COF

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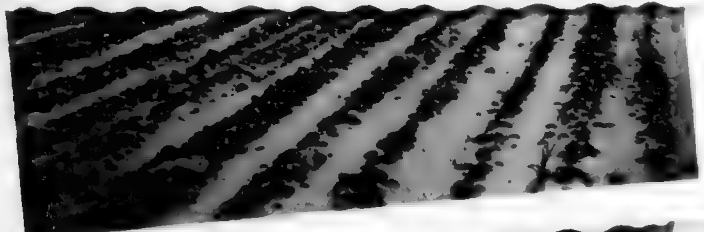
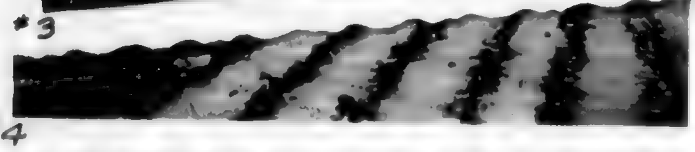
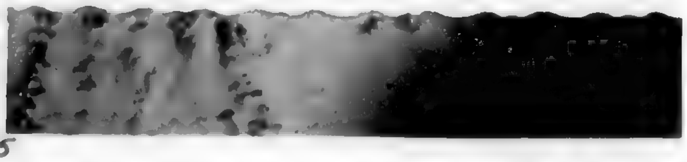


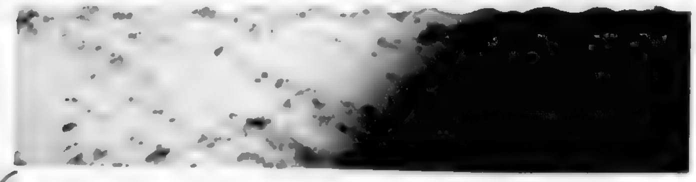
*3



*4

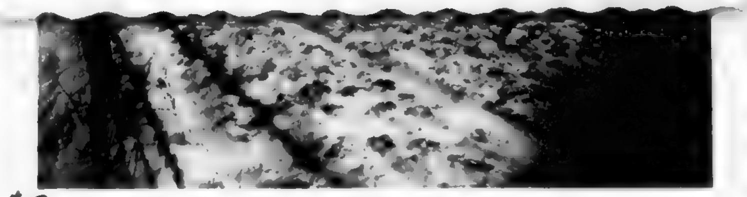


*5

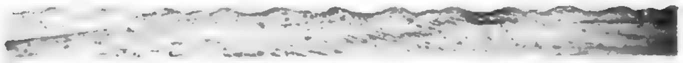


*6

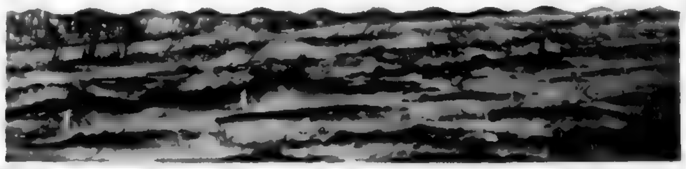
*7



*8



*9



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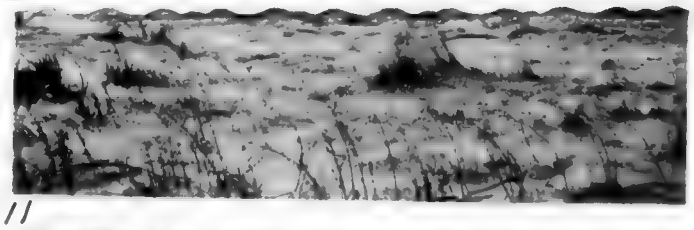

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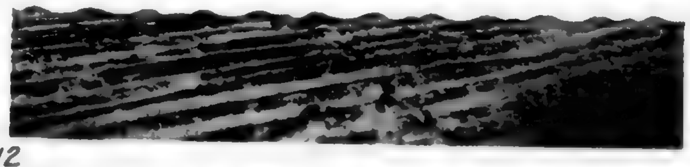

*12

*13

#2

#3

#4

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#6

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#11

#9

#12

#10

#13

When replying, refer to:
08-35.3

December 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 4, 1958 requesting approval of a revision in the routing of FAS 378 between Wasco and Hay Canyon in Sherman County. Since the proposal involves considerable departure from the existing approved route, your request was referred to the Regional office for approval. Our Regional office memorandum dated December 22, 1958 is quoted for your information as follows:

> "The proposal in its present form is not entirely satisfactory from the standpoint of governing criteria concerning secondary system actions. As you know, removal from the system of a route or section of route previously justified is approved only under the most unusual circumstances, and only if the substitute route or routing will substantially serve the same traffic and further provided that the eliminated portion will not be eligible for future inclusion in the system.
>
> In this instance, even though the short-cut relocation from Wasco southeasterly were built, the need for secondary service to and from Klondike in the westerly and southerly directions still remains. This is exactly the type of service this system is supposed to provide, that is, farm-to-market movement and service to small communities. The proposed relocation, while more direct for some segment of the traffic through this area, serves no culture or communities along it. It might be acceptable as an addition to the system if it could be shown that both routes are needed and that both are among the next in descending order of importance not now on the system. Shortcuts of this character on the secondary system are acceptable only if the through traffic predominates. It is doubtful if this is the case. Possibly a brief, simple OD survey may be needed to determine this feature satisfactorily."

We would appreciate your further consideration and discussion in line with the above comments.

We assume that you have not proceeded with design of the improvement on the new location which is not a part of the Federal-aid system. Any such work would not be eligible for Federal-aid participation prior to approval of the system action now in question as specified by our February 11, 1958 letter regarding the fifty-fifth Secondary Highway Program.

Very truly yours,

C. C. Polk
Division Engineer

R

RECEIVED
DEC 26 1958

FOR FILING
A 49(7)

5504

December 24, 1958

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In accordance with your request of December 22, I enclose herewith print from our Drawing 8B-12-8 showing encroachments on the Railroad property in the Wasco-Hay Canyon Section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosure

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 22, 1958

File: D 323 - 1 - 48

Mr. W. S. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. StateHighway Engineer

Dear Mr. Williams:

Would you please furnish us another copy of your Dwg. 8B-12-8, encroachment on Railroad property, Wasco-Hay Canyon Section?

Thank you very much.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

RECEIVED
1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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SR 15-1

S. M. French, Regional Engineer
Portland, Oregon

December 15, 1958

C. C. Polk, Division Engineer
08-33.3 Salem, Oregon

By: E. M. Cowan
Acting Division Engineer

Oregon - FAS System Revision

The Oregon State Highway Department, with the concurrence of local officials, has requested approval for the revision of FAS Route No. 378 between Wasco and Hay Canyon in Sherman County. Considerable departure from the existing approved route is involved.

The map submitted to delineate the proposed change indicates that the new routing by-passes culture by following along a located line involving new construction. As indicated in the State's letter, the proposed reconstruction will result in completion of the last unoiled section in the FAS Route between Fulton Canyon and Heppner. The proposed revision is a more direct route, saving 2.4 miles between Wasco and Hay Canyon, with obvious benefit to through traffic. Present average daily traffic is 120 with the estimated 1975 traffic 160 vehicles per day on the new routing.

Service to local traffic, about one-fourth of the present volume including mail and school vehicles, will be provided by the existing routing of FAS 378 between Wasco and Klondike or the paralleling road immediately south of the existing route. The later redesignation of this routing, which is under consideration as explained in the State's letter, would appear to result in an overall increase in mileage and needs on the Federal-aid Secondary System. Though the revision as now proposed under these circumstances may not be the best overall solution, approval is recommended primarily on the basis that more desirable engineering features can be obtained on the new location and a more direct routing will be provided for the through movement.

Authorization to proceed with acquisition of right-of-way in connection with Item 500, Project S-49(-), Wasco-Hay Canyon Section has been withheld pending establishment of a definite route and necessary system action. Right-of-way limits have now been indicated on Drawing No. SR-11-11. Early advancement of this project to Stage 2 is anticipated.

The following documents are attached:

2 copies of State's December 4, 1958 transmittal letter
3 copies of supplemental tabulation No. 127
2 copies of HPS map sheets

CWD/ls

COMMISSIONERS
M. K. McIVER, Chairman
Portland
ROBERT B. CHESSMAN, Member
Astoria
KENNETH N. FRIDLEY, Member
Wasco
Floyd Query
~~[illegible]~~ Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1958

Mr. C. C. Kolk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Kolk:

Enclosed are four copies of Supplemental Tabulation No. 127 requesting approval of a revision in the routing of FAS 378 between Wasco and Hay Canyon. Also enclosed are three copies of a map upon which the proposed revision is shown in color.

The proposed revision follows the located line on which it is planned to reconstruct this section of road. This reconstruction will result in a distance saving between Wasco and Hay Canyon of approximately 2.4 miles and will complete the last unoiled section in the FAS route between Fulton Canyon and Heppner.

We have on file written approval of the Sherman County Court for this revision. This approval was given by the county with the understanding that the existing route of FAS 378 between Wasco and Klondike or the paralleling road immediately south of the existing route would be redesignated at a later date as a county FAS route. The County Court wished to study this matter before making a final decision. This section of road from Wasco to Klondike will continue to serve local traffic in the vicinity of and north and west of Klondike. The section of existing FAS 378 from Klondike south to Hay Canyon is expected to carry very minor local traffic after completion of the proposed new Wasco-Hay Canyon section and will be dropped from the FAS system.

If approved, S.T. No. 127 would reduce the mileage on the state highway system and total FAS mileage by 2.4 miles.

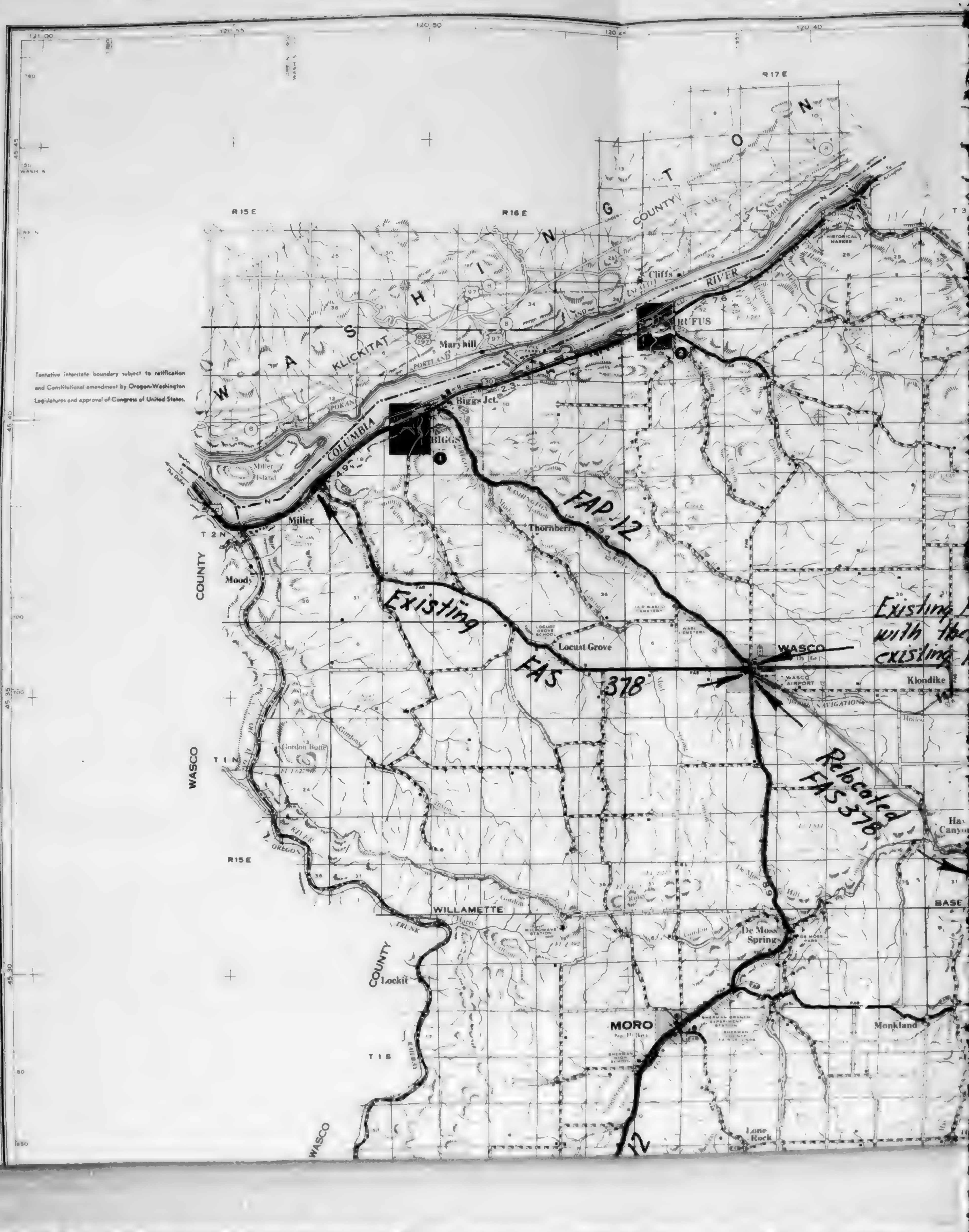
Very truly yours,

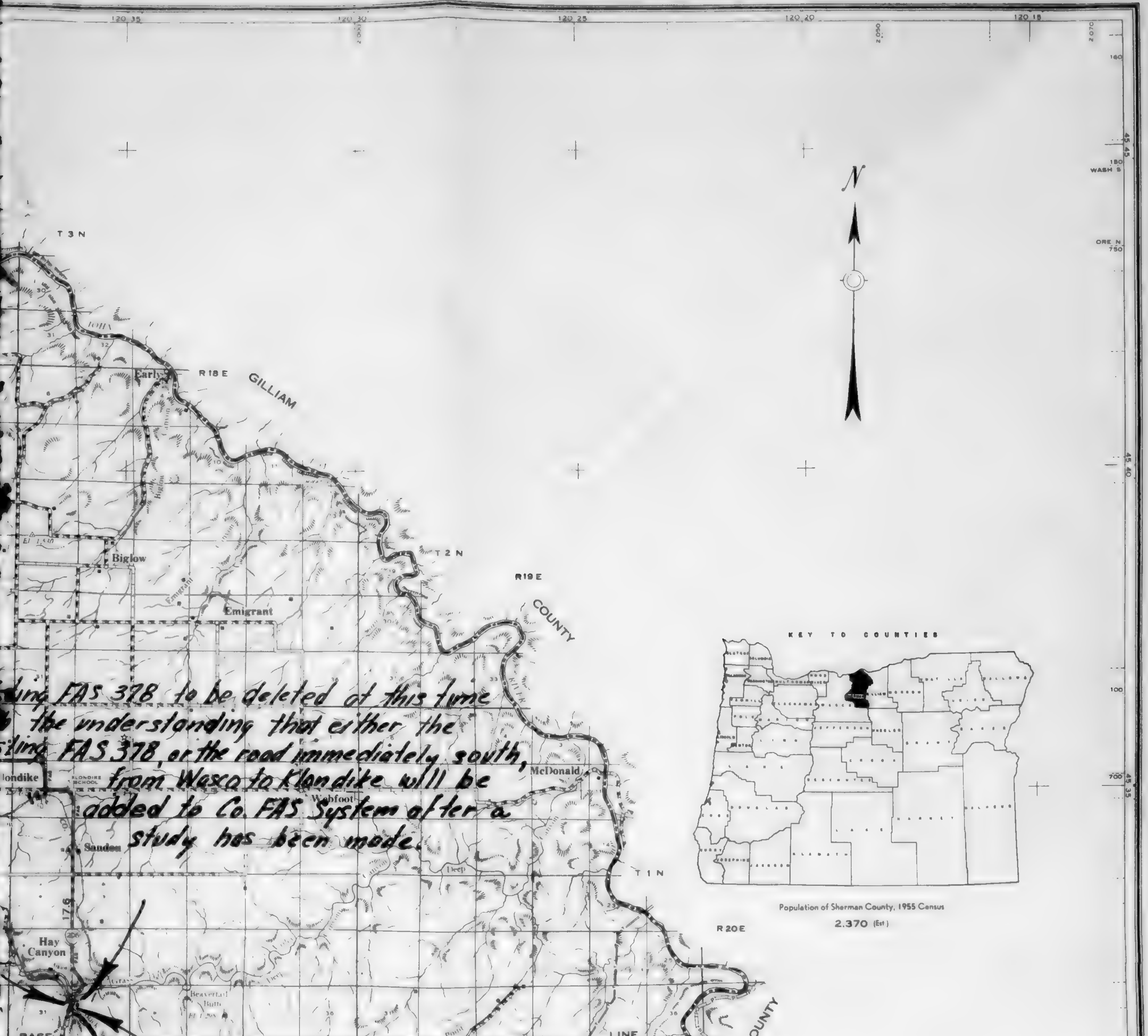
W. C. Williams
State Highway Engineer

by

G. S. Paxson
Assistant State Highway Engineer

Att.


Tentative interstate boundary subject to ratification and Constitutional amendment by Oregon-Washington Legislatures and approval of Congress of United States.
W A S H I N G T O N
KLICKITAT COUNTY
COLUMBIA RIVER
Maryhill
Cliffs
RUFUS
Biggs Jct.
BIGGS
Miller Island
Miller
Moody
Thornberry
Locust Grove
WASCO
Klondike
Gordon Butte
WILLAMETTE
De Moss Springs
MORO
Monkland
Lockit
Lone Rock
WASCO COUNTY
R15E
R16E
R17E
T2N
T1N
T1S
FAP 12
Existing FAS 378
Relocated FAS 378
Existing
with the
existing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KEY TO COUNTIES
ARRANGEMENT OF SHEETS FOR SHERMAN COUNTY
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Existing FAS 378

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the understanding that either the
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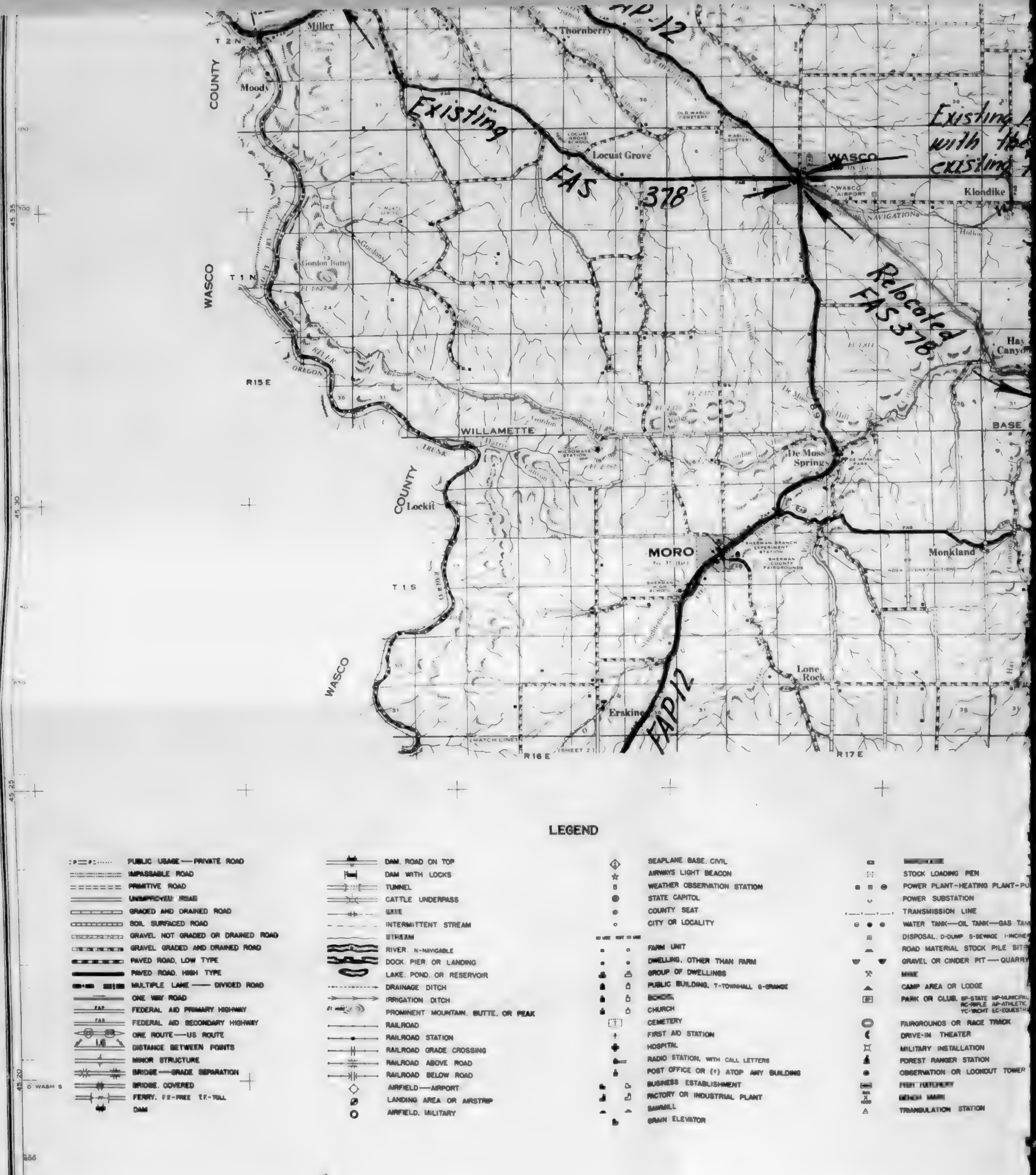
from Wasco to Klondike will be
added to Co. FAS System after a
study has been made.

Population of Sherman County, 1955 Census
2,370 (Est.)



FAP 12
Existing FAS 378
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FAP 12
Miller
Thornberry
Moody
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OLD WASCO CEMETERY
LOCUST GROVE SCHOOL
Locust Grove
WASCO
WASCO AIRPORT
Klondike
NAVIGATION
Gordon Butte
R15 E
R16 E
R17 E
OREGON
RIVER
Hay Canyon
WILLAMETTE
TRUNK
MICROWAVE STATION
De Moss Springs
DE MOSS PARK
BASE
Lockit
COUNTY
WASCO
MORO
SHERMAN BRANCH EXPERIMENT STATION
SHERMAN COUNTY FAIRGROUNDS
SHERMAN HIGH SCHOOL
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(MATCH LINE)
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LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, F.F.-FREE T.F.-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PU
POWER SUBSTATION
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GRAVEL OR CINDER PIT — QUARRY
MINE
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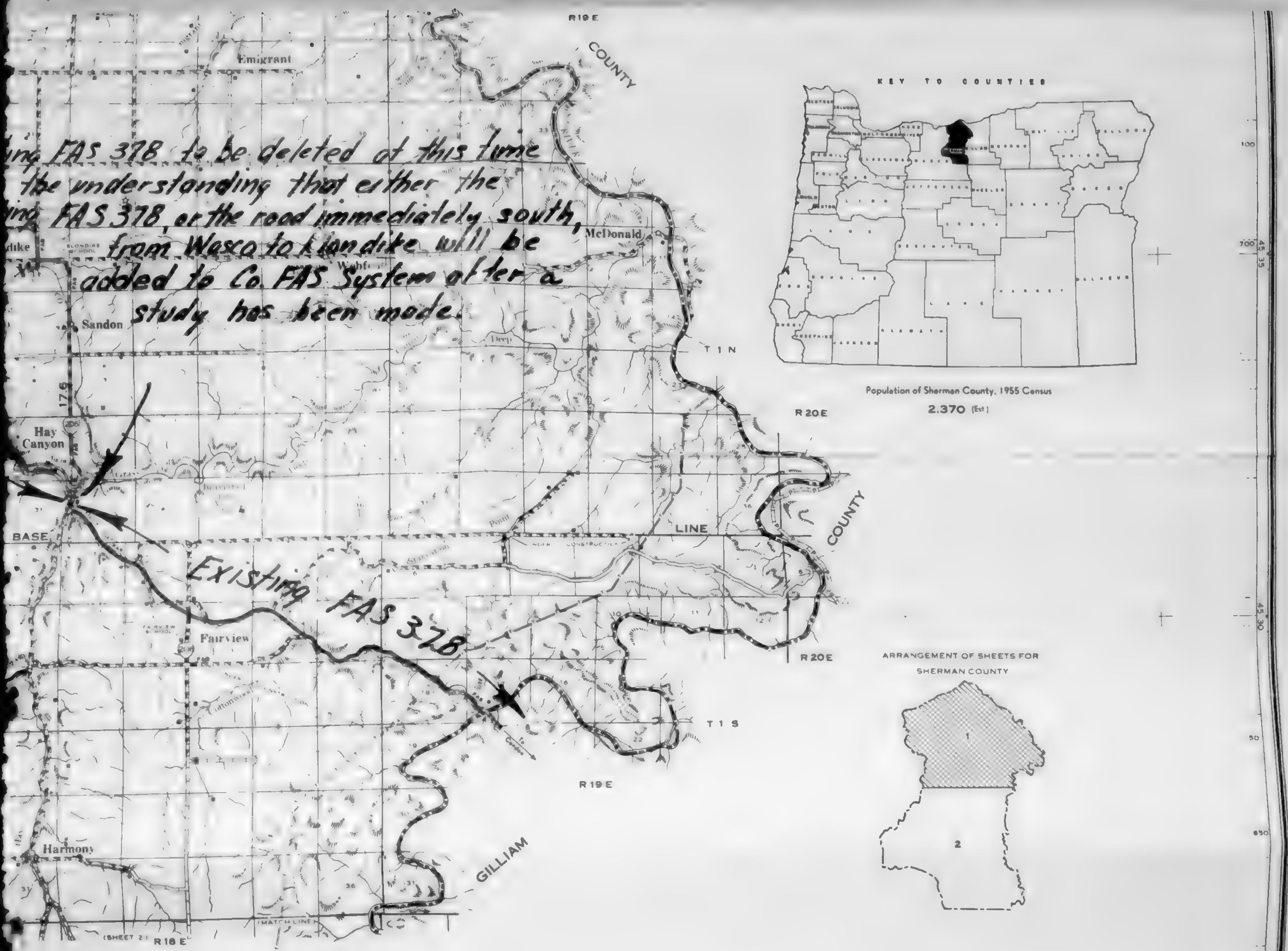
PARK OR CLUB, SP-STATE MP-MUNICIPAL RC-RIFLE AP-ATHLETIC YC-YACHT EC-EQUESTRI
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION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GILLIAM
(SHEET 2)
R18E
(MATCH LINE)
KEY TO COUNTIES
ARRANGEMENT OF SHEETS FOR SHERMAN COUNTY
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the understanding that either the
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study has been made.

Existing FAS 378

Population of Sherman County, 1955 Census
2.370 (Est.)

G PLANT-PUMP HOUSE

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T — QUARRY

TE MP-MUNICIPAL WP-WAYSIDE
LE AP-ATHLETIC GC-GOLF
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SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET 1A 2A FOR ENLARGED AREAS
1 BIGGS
2 RUFUS
ROADSIDE CULTURE AS OF 1957

GENERAL HIGHWAY MAP
SHERMAN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY
SCALE
1957
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North & Washington South Zones in Thousands of Feet
This Map has been Prepared by Standard Stereo-Photogrammetric Methods

SHEET 1

APPROVED MAY 28, 1958

S.T. No. 127

R

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FOR FILING

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5504

December 11, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Under date of December 8, we sent you, by messenger, maps of two longitudinal encroachments on the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway. We have previously supplied you with maps of the grade crossings of your Shaniko Branch between Wasco and Hay Canyon. Attached hereto are duplicate copies of the descriptions for the two longitudinal easements and the grade crossings of your tracks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1958

SUBJECT: File No. 29156 - Union Pacific Railroad Company
Wasco-Hay Canyon Section
Wasco-Heppner Highway
Sherman County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward herewith, for your use, descriptions only covering encroachments on subject section.

Maps have already been forwarded to you which depict these endroachments, and maps have been forwarded to the Union Pacific Company, per your letter of December 8, 1958.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

R [illegible] D
[illegible]
[illegible] ENGINEER

DESCRIPTION ONLY

O. W. R. & N. Company

Wasco-Hay Canyon

Sherman County

File No. 29156
RR 12-3-58
8B-11-11

Wasco-Heppner Highway

Right of way and encroachment

PARCEL NO. 1 An easement over or on the following described parcel, to-wit:
A parcel of land lying in the Northeast quarter of the Southwest quarter (NE¼ SW¼) of Section 10, Township 1 North, Range 17 East, W. M., Sherman County, Oregon; the said parcel being described as follows:

Beginning at railroad center line Station 544+49.96 on the center line of the O. W. R. & N. Company, said Station being 458 feet South and 1756 feet East of the West quarter corner of said Section 10; said Station also equals Highway Station 48+73.92 on the center line of the relocated Wasco-Heppner Highway; thence Southeasterly along the center line of said highway, 119.07 feet to a point on the Southerly right of way line of said railroad, said point being 50 feet Southerly from (when measured at right angles to) said railroad center line at railroad Station 545+58.0 and the true point of beginning; thence Westerly along said railroad right of way line 95.4 feet to a point on a line which is 40 feet Southerly and parallel to the center line of said highway, said point also being 50 feet Southerly from (when measured radially to) the center line of said railroad at railroad Station 544+62.6; thence Northwesterly parallel to and 40 feet Southerly of said highway center line, 261.1 feet to the Northerly right of way line of said railroad, at a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 542+21.5; thence Easterly along said Northerly right of way line, 214.1 feet to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 544+35.6, said point being on a line which is parallel to and 40 feet Northeasterly of the center line of said highway; thence Southeasterly parallel to and 40 feet Northeasterly of said highway center line, 239.2 feet to the Southerly right of way line of said railroad at a point 50 feet Southerly from (when measured at right angles to) the center line of said railroad at railroad Station 546+53.3; thence Westerly along said Southerly right of way line, 95.3 feet to the true point of beginning.

The center line of the relocated Wasco-Heppner Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 38+76.53, said Station being 131 feet North and 955 feet East of the West quarter corner of said Section 10; thence on a spiral curve right (the long chord of which bears South 58° 06' 40" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 53° 56' 50" East) 149.72 feet; thence on a spiral curve right (the long chord of which bears South 49° 47' East) 400 feet; thence South 48° 27' East, 1673.75 feet to Station 65+00.

The parcel of land to which this description applies contains 0.46 acre.

PARCEL NO. 2 An easement over or on the following described parcel, to-wit: (Also for R/W)

A parcel of land lying in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Beginning at Station 1009+54.3 on the center line of the O. W. R. & N. Company, said Station being 1465 feet South and 1784 feet East of the West quarter corner of said Section 30, said Station also equals Station 285+36.85 on the center line of the relocated Wasco-Heppner Highway; thence Southerly at right angles to said railroad center line, 50 feet to the Southerly right of way line of said railroad; thence Westerly along said right of way line, 13.4 feet to the true point of beginning, said point being 50 feet Southerly from (when measured at right angles to) the center line of said railroad at railroad Station 1009+67.7, said point also being 50 feet Southerly from (when measured at right angles to) the center line of said relocated highway; thence Westerly parallel to said highway center line, 209.3 feet, more or less, to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1011+63.9; thence Northeasterly parallel to said railroad center line 223 feet, more or less, to a point 50 feet Northerly from (when measured at right angles to) the center line of said railroad at railroad Station 1009+40.8, said point also being 50 feet Northerly of (when measured at right angles to) the center line of said relocated highway; thence Easterly parallel to said highway center line 221.8 feet, more or less, to a point 50 feet Southerly from (when measured radially to) the center line of said railroad at railroad Station 1007+44.1; thence Westerly parallel to and 50 feet Southerly of said railroad center line, 223.5 feet, more or less, to the true point of beginning.

The center line of the relocated Wasco-Heppner Highway herein referred to being described as follows:

Beginning at Engineer's center line Station 274+28.98, said Station being 787 feet South and 995 feet East of the West quarter corner of said Section 30; thence on a spiral curve left (the long chord of which bears South 25° 54' 47" East) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears South 54° 09' 30" East) 439.38 feet; thence on a spiral curve left (the long chord of which bears South 82° 24' 13" East) 400 feet; thence South 87° 44' East, 331.64 feet to Station 290+00.

The parcel of land to which this description applies contains 0.5 acre.

PARCEL NO. 3 (R/W and encroachment)

A parcel of land lying in the Southeast quarter (SE¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Commencing on the South side of the right of way of the Columbia Southern Railway Company's main line as it crosses the section line between Sections 31 and 32, Township 1 North, Range 18 East, being 458 feet South of the corner of Sections 29, 30, 31 and 32 and 58 feet South of Station 959+00; thence South 422 feet to the center of Grass Valley Creek; thence North 48° 36' West, 633 feet; thence North 7° 56' West, 1160 feet; thence North 47° 15' West, 413 feet to the true point of beginning; thence North 73° 30' West, 1157 feet; thence North 8° 52' East, 48 feet to a line which is parallel with and 120 feet Southerly of the center line of the Columbia Southern Railway Company's main line; thence Easterly parallel with and 120 feet Southerly of said main line center line, to a point 120 feet Southerly from (when measured at right angles to) said center line at railroad Station 979+00; thence Southeasterly in a straight line 210 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 1.95 acres.

PARCEL NO. 4 (R/W and encroachment)

A parcel of land lying in the Northeast quarter of the Northeast quarter (NE¼ NE¼) of Section 31, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Commencing on the South side of the right of way of the Columbia Southern Railway Company's main line as it crosses the section line between Sections 31 and 32, Township 1 North, Range 18 East, being 458 feet South of the corner of Sections 29, 30, 31 and 32 and 58 feet South of Station 959+00; thence South 422 feet to the center of Grass Valley Creek; thence North 48° 36' West, 383 feet to the true point of beginning; thence continuing North 48° 36' West, 250 feet; thence North 7° 56' West, 120 feet; thence South 35° 41' 05" East, 349.9 feet to the true point of beginning.

The parcel of land to which this description applies contains 0.22 acre.

PARCEL NO. 5 A temporary easement for R. R. slopes for the duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Beginning at railroad center line Station 1016+00 on the main track of the O. W. R. and N. Company, said Station being 1480 feet South and 1170 feet East of the West quarter corner of said Section 30; thence Northeasterly along a line which is radially to said center line 50 feet to the Northerly right of way line of said railroad and the true point of beginning; thence Easterly along said right of way line to a point 50 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1011+63.9, said Station 1011+63.9 also being on a line which is parallel to and 50 feet Southerly of the center line of the relocated Wasco-Heppner Highway; thence Easterly along said line which is parallel to said highway center line to a line which is parallel to and 20 feet Northerly of said railroad center line; thence Westerly parallel to and 20 feet Northerly of said railroad center line to a point 20 feet Northerly from (when measured radially to) the center line of said railroad at railroad Station 1016+00; thence Northerly at right angles or radially to said center line, a distance of 30 feet to the true point of beginning. The center line of the relocated Wasco-Heppner Highway herein referred to being described in Parcel No. 2.

The parcel of land to which this description applies contains 0.31 acre.

wo/jml

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December 8, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

The State is reconstructing, as a Federal Aid Secondary project, a section of the Wasco-Heppner Secondary Highway known as the Wasco-Hay Canyon Section. In this reconstruction we will cross the tracks of the Union Pacific Railroad Company's Shaniko Branch at two locations.

We sent copies of maps to your office today by our Mr. C. R. Chandler which show two longitudinal encroachments on railroad right of way opposite Railroad Stations 985 and 960. These encroachments are necessary to accommodate channel changes in Grass Valley Creek. The proposed grade crossings of the railroad are at Highway Station 48+73.92 - Railroad Station 544+49.96 and at Highway Station 285+36.8 - Railroad Station 1009+54.3.

It would be appreciated if you would consider these encroachments and grant us the necessary easements as early as possible so that we can proceed with the contracting of the reconstruction of this highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P M Stephenson
Assistant State Highway Engineer

PMS:gn

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. R. L. Porter

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1958

SUBJECT: R. R. Encroachment Maps
Wasco-Hay Canyon Section
Wasco-Heppner Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 8B-12-8 and 4 prints of a portion of Right of Way Map 8B-11-11 concerning the subject section.

Tom Edwards
Construction Engineer
By D. J. Barber
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

NOTED
P. M. STEPHENSON

RECEIVED
DEC 4 1958
STATE HIGHWAY ENGINEER

RECEIVED
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Mr. [illegible] G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Enclosed are four copies of Supplemental Tabulation No. 127 requesting approval of a revision in the routing of FAS 378 between Wasco and Hay Canyon. Also enclosed are three copies of a map upon which the proposed revision is shown in color.

The proposed revision follows the located line on which it is planned to reconstruct this section of road. This reconstruction will result in a distance saving between Wasco and Hay Canyon of approximately 2.4 miles and will complete the last unoiled section in the FAS route between Fulton Canyon and Heppner.

We have on file written approval of the Sherman County Court for this revision. This approval was given by the county with the understanding that the existing route of FAS 378 between Wasco and Klondike or the paralleling road immediately south of the existing route would be redesignated at a later date as a county FAS route. The County Court wished to study this matter before making a final decision. This section of road from Wasco to Klondike will continue to serve local traffic in the vicinity of and north and east of Klondike. The section of existing FAS 378 from Klondike south to Hay Canyon is expected to carry very minor local traffic after completion of the proposed new Wasco-Hay Canyon section and will be dropped from the FAS system.

If approved, S.T. No. 127 would reduce the mileage on the state highway system and total FAS mileage by 2.4 miles.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Signed by Mr. Stephenson

G. S. Paxson
Assistant State Highway Engineer

JFH:mm
Att.

cc: C. G. Swenson

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 127

Road Designation						
FAS Road No.	State or Local Road No.	Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
378	300	From FAI Route 2 at Fulton Canyon southeasterly	Gilliam	40.4		
	301	via Wasco and Condon to FAS 439 at Heppner	Morrow	29.3		
			Sherman	16.4	9.5	95.6

FORM E-30 25M 9-51 62318

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1958

SUBJECT: Revision FAS 378
Wasco-Heppner State Highway
Sherman County

To: Mr. G. S. Paxson
OFFICE

On December 3 I met with the Sherman County Court to obtain approval, as required by the Federal-aid Act, of the revision in the route of FAS 378 between Wasco and Hay Canyon and also to discuss transfer of the existing road between Wasco and Hay Canyon to the county after completion of the proposed relocated section. Also present was Mr. Haven, newly elected county commissioner who will take office on January 1, 1959.

The members of the Court were all strongly opposed to the proposed new location; however, after considerable discussion they very reluctantly signed a map approving this revision in the FAS route. The Court felt that construction on the proposed location in addition to destroying valuable farm lands would result in the necessity for improving the present route from Wasco to Klondike in order to give the same service to local as well as through traffic that the route presently gives. This would result in two parallel routes within a small area. In the opinion of the Court it would be more desirable to construct along the existing route with revisions in the curves to meet modern standards and thus serve both through and local traffic. This would result in an increase in the length of the proposed project by approximately 1.5 miles.; however, this would be offset by the elimination of the necessity for improving a 4.5 miles section from Wasco to Klondike which the Court feels will now be required.

In the matter of transferring the present route to the county, the members of the Court stated that they could not justify accepting such a transfer in view of the county's very limited road budget ($100,000 for fiscal year~~s~~ 1958-1959). They did state that they would agree to accept this 9.2 miles section of road if the state would in turn make a state highway out of the 9.5 miles section of the Fulton Canyon-Wasco County Road. This would permit the county to apply the savings in maintenance costs of this section to the maintenance and eventual reconstruction of the present route of the Wasco-Klondike-Hay Canyon section. The county also requested that the state place sufficient rock to permit maintenance of the present road between Wasco and Klondike prior to transferring it to the county. I explained that unless we had some maintenance rock in stockpile there would very likely be no funds available for accomplishing this. The Court acknowledged this problem but asked that I transmit its request in the event it might be possible to accomplish something along these lines. The present road has little or no rock on the surface for blading purposes.

State will keep old road

NOTED

The Fulton Canyon-Wasco County Road extends from the southerly terminus of the Fulton Canyon State Highway easterly to Wasco, and if placed on the state highway system would result in a continuous state highway route from the Columbia River Highway at Fulton Canyon southeasterly to Heppner. FAS funds were used to construct this road through an oil mat wearing surface by highway department contracts nos. 2296, 2490, 4328, and 5096 during the period from 1940 to 1948. The oil mat is in good condition at the present time as the older sections on the west end were resealed by the county in 1957-1958. Sherman County has no oiling equipment and is required to contract maintenance of oiled surfaces.

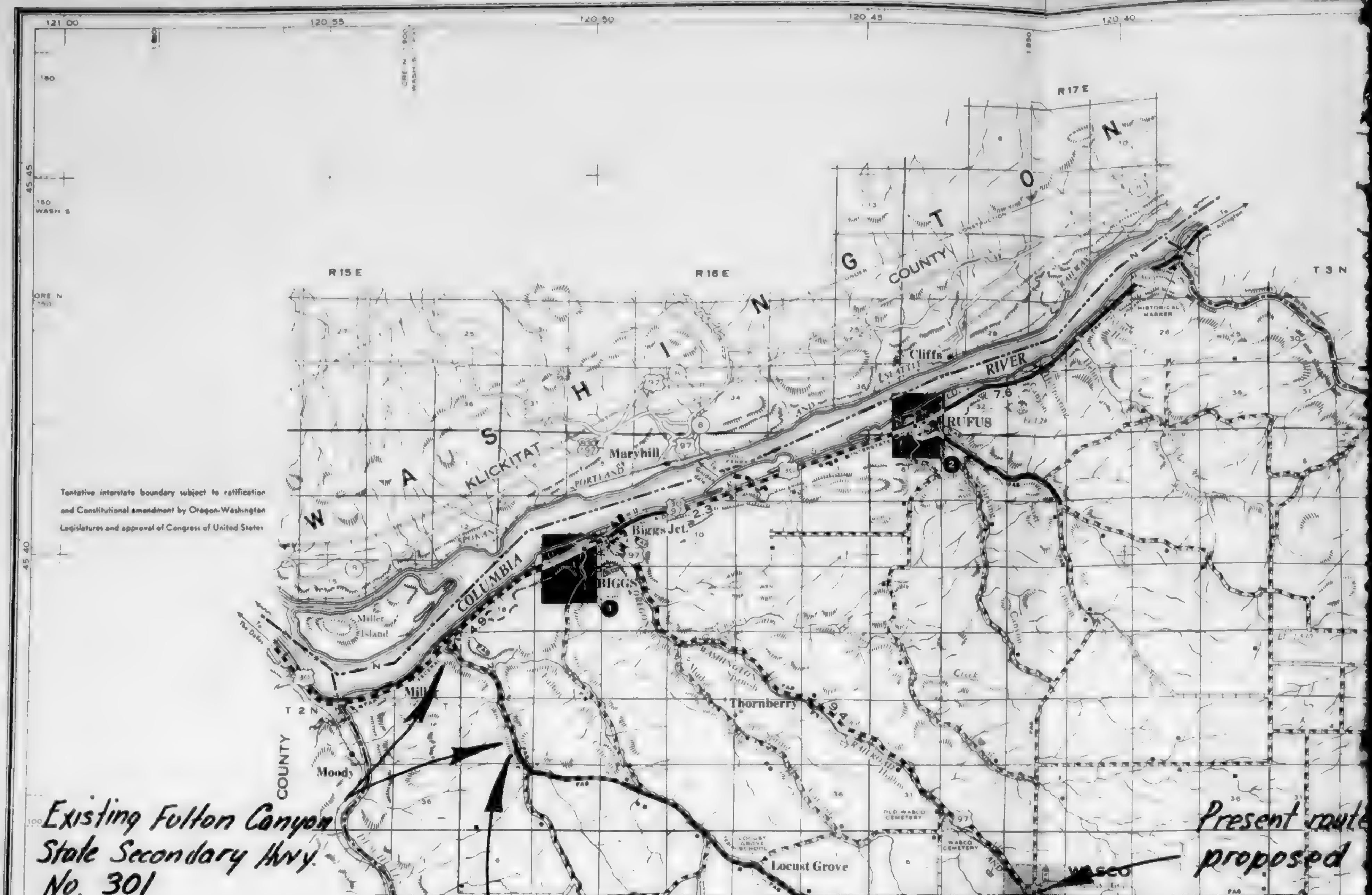
Attached is a map upon which the various sections of road are shown in color.

Enclosed is a suggested letter, with attachments, to the B.P.R. requesting approval of the revision in the routing of FAS 378 between Wasco and Hay Canyon. If satisfactory, four copies of S.T. No. 127, three copies of the map, and three copies of the letter of transmittal should be forwarded to the B.P.R.

John F. Hagemann

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.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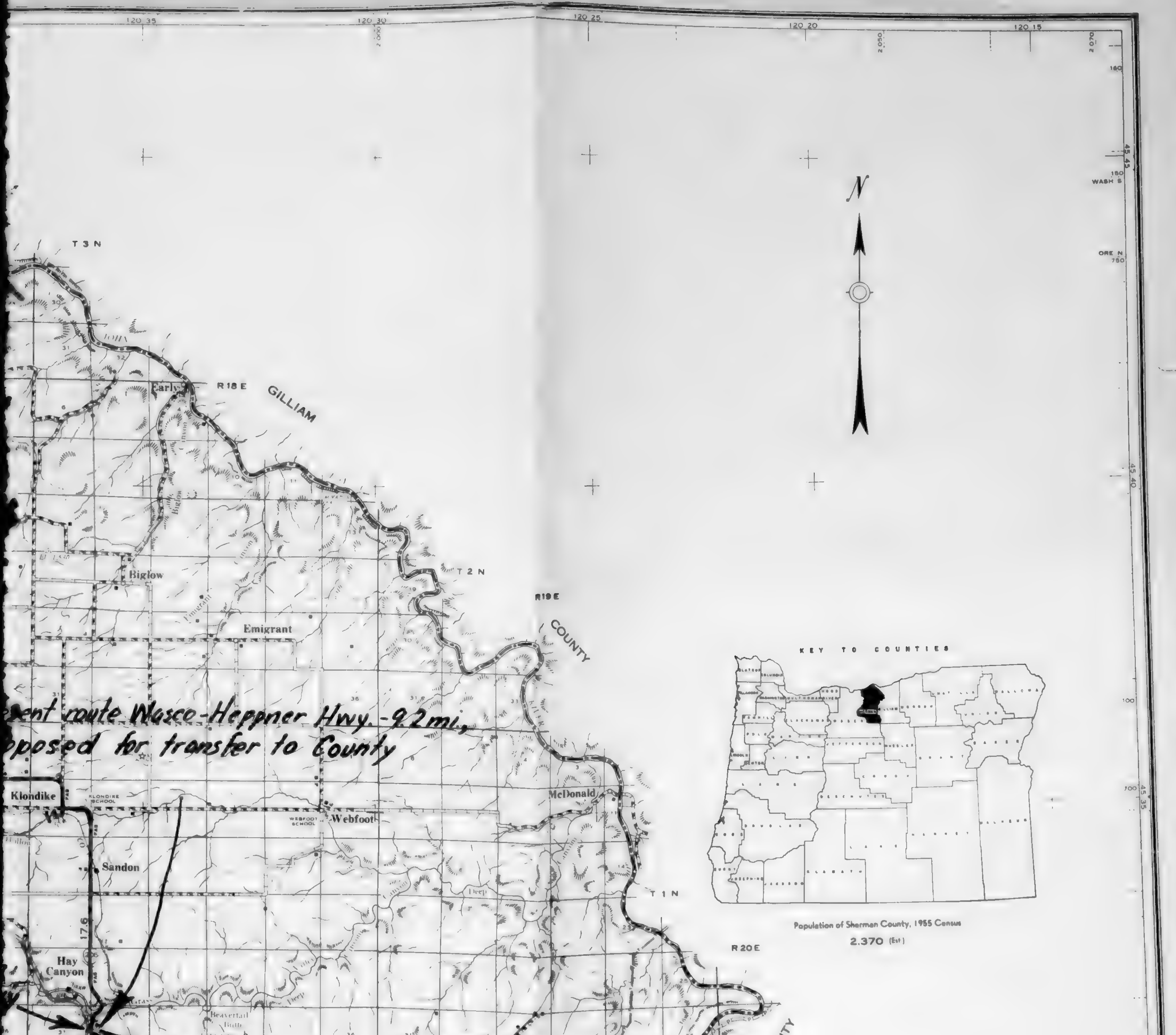
Tentative interstate boundary subject to ratification and Constitutional amendment by Oregon-Washington Legislatures and approval of Congress of United States

Existing Fulton Canyon State Secondary Hwy. No. 301

Fulton Canyon-Wasco Co. Rd - 9.5 mi. proposed by County for transfer to State in exchange for County accepting old rote of Wasco-Hepper Hwy. between Wasco and Hay Canyon

Present route
proposed

Proposed relocation Wasco-Heppner Hwy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Existing Wasco-Heppner
State Secondary Hwy. No. 300
KEY TO COUNTIES
Population of Sherman County, 1955 Census
2,370 (Est)
ARRANGEMENT OF SHEETS FOR SHERMAN COUNTY
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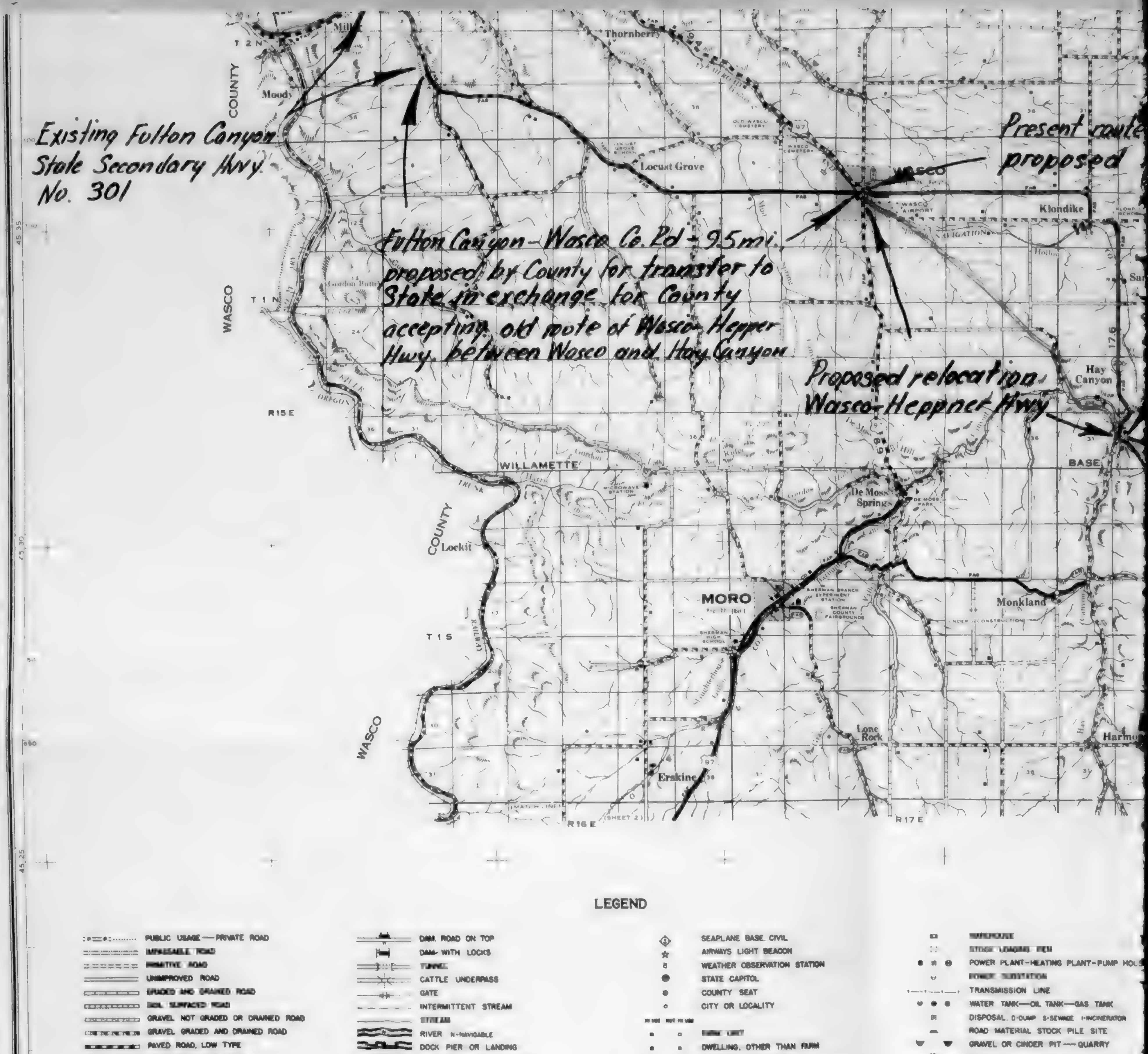


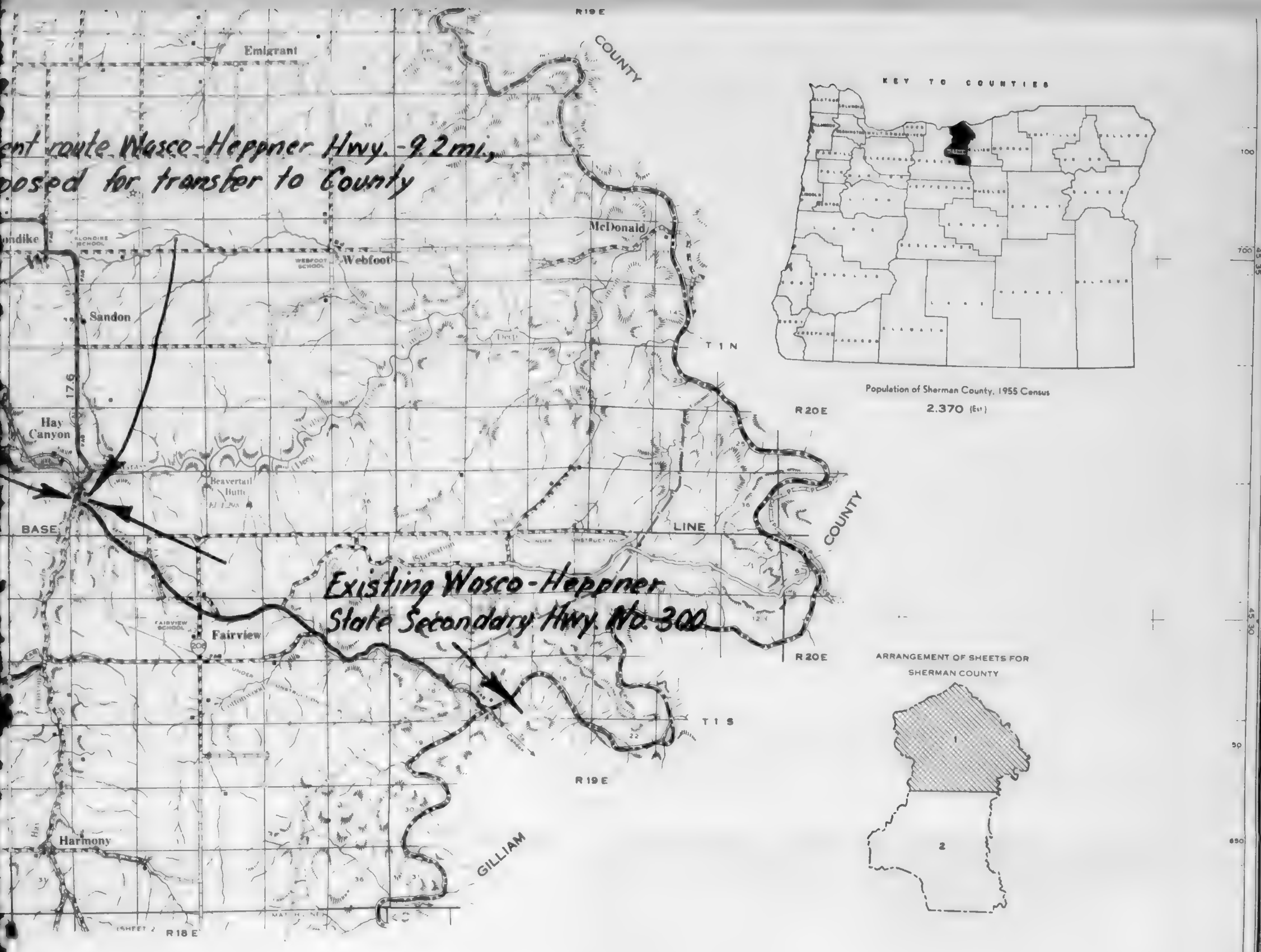
Existing Fulton Canyon State Secondary Hwy. No. 301

Fulton Canyon – Wasco Co. Rd – 9.5 mi. proposed by County for transfer to State in exchange for County accepting old route of Wasco-Heppner Hwy. between Wasco and Hay Canyon

Present route proposed

Proposed relocation Wasco-Heppner Hwy.

Mill
T 2 N
Moody
COUNTY
Thornberry
Locust Grove
WASCO
Klondike
WASCO AIRPORT
OLD WASCO CEMETERY
WASCO CEMETERY
Gordon Butte
T 1 N
WASCO
R 15 E
OREGON
Hay Canyon
BASE
WILLAMETTE
MICROWAVE STATION
De Moss Springs
DE MOSS PARK
COUNTY
Lockit
MORO
SHERMAN BRANCH EXPERIMENT STATION
SHERMAN COUNTY FAIRGROUNDS
SHERMAN HIGH SCHOOL
Monkland
T 1 S
WASCO
Lone Rock
Harmony
Erskine
MATCH LINE
SHEET 2
R 16 E
R 17 E
45 35
45 30
45 25
45 20
121 00
120 55
120 50
120 45
120 40
97
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DOCK PIER OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE
NOT IN USE
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUS
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK — OIL TANK — GAS TANK
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYS RC-RIFLE AP-ATHLETIC GC-GOL YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION


R19E
COUNTY
Emigrant
Klondike
KLONDIKE SCHOOL
WEBFOOT SCHOOL
Webfoot
McDonald
Sandon
17.6
Hay Canyon
Beavertail Butte
BASE
LINE
COUNTY
T1N
R20E
FAIRVIEW SCHOOL
Fairview
206
R20E
T1S
R19E
To Condon
GILLIAM
Harmony
R18E
KEY TO COUNTIES
Population of Sherman County, 1955 Census
2.370 (Est)
ARRANGEMENT OF SHEETS FOR SHERMAN COUNTY
1
2
45 35
45 30
45 25
45 20
120 35
120 30
120 25
120 20
120 15

ent route Wasco-Heppner Hwy. -9.2 mi.,
posed for transfer to County

Existing Wasco-Heppner
State Secondary Hwy. No. 300

TING PLANT-PUMP HOUSE
TANK—GAS TANK
SEWAGE INCINERATOR
CK PILE SITE
PIT — QUARRY
PLE AP-ATHLETIC GC-GOLF
CE TRACK
ION
TION
OKOUT TOWER
ION

SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET 1A 2A FOR ENLARGED AREAS
1 BIGGS
2 RUFUS
ROADSIDE CULTURE AS OF 1957

GENERAL HIGHWAY MAP
SHERMAN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1957
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North & Washington South Zones in Thousands of Feet
This Map has been Prepared by Standard Stereo-Photogrammetric Methods

SHEET 1

APPROVED MAY 28, 1958

FORM E-123-X 12.5M 8-58
RECEIVED
[illegible] 1958
FOR FILING

S-49(7)

2504

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 1, 1958

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 306-Hay Canyon Cr. G-Xing
OWRR & N Co. (Sherman County)

Dear Sir:

Herewith I hand you original and three copies of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the Hay Canyon Creek Grade Crossing project, in Sherman County, Oregon.

Two of the copies are for service upon the railroads and one copy is for service upon Sherman County in case you desire to make Sherman County a party.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓ - with copy of petition & exhibit
Mr. G. S. Paxson - " " " " " "
Mr. Tom Edwards - " " " " " "
Mr. Dean Swift - " " " " " "
Mr. L. I. Lindas - " " " "

Pux 306

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the HAY CANYON CREEK GRADE CROSSING project, in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W.M., in Sherman County, Oregon.	PETITION No._________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS, Title 31.

III

That the petitioner proposes the improvement of a revised location of the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway No. 300, and that in connection therewith it will be necessary and desirable to construct a crossing of railroads at the location designated as set forth in drawing titled "Hay Canyon Cr. Railroad Crossing" attached hereto and by reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic upon the railroad and upon the highway.

V

That the estimated average daily volume of traffic on the highway at the said location will be 80 vehicles, which traffic will be subject to normal annual increases and that the average rail traffic at the said crossing is one train movement per day.

VI

That the following are affected by the proposed crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and the petitioner.

VII

That the construction of the said crossing is necessary for the service, accommodation and convenience of the public in that the existing highway is inadequate for present highway needs.

VIII

That the vision of approaching trains by persons or vehicles travelling the highway is shown by the tabulation of sight distances on the exhibit attached hereto.

IX

That the petitioner proposes for the purpose of protecting traffic across the crossing that there be installed two reflectorized crossing crossbuck signs with appropriate advance warning signs on the highway.

X

That the grade approaching the crossing from the west is a descending grade of 1.1612 percent and that the grade approaching the proposed crossing from the east is an ascending grade of 1.1612 percent.

XI

That the petitioner proposes that the construction and maintenance of the crossing and warning signs be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as hereinafter stated under THINGS TO BE DONE BY RAILROADS reimburse railroads for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of Railroad Companies after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement by State under Memorandum 30-3, furnish and install standard reflectorized crossbuck signs at appropriate locations on each side of the rails.

(b) Subject to reimbursement under Memorandum 30-3, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of improvement of the crossing.

(c) At their own cost and expense, provide and install preservative treated ties on or along that portion of the track covered by the highway crossing and provide adequate headers or guard rails for the retention of the pavement.

(d) At their own cost and expense, maintain the railroad tracks, ties, ballast and other facilities after construction of the crossing.

XII

That the said crossing is in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W.M., in Sherman County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 1st day of December, 1958.

STATE OF OREGON, by and through its
State Highway Commission

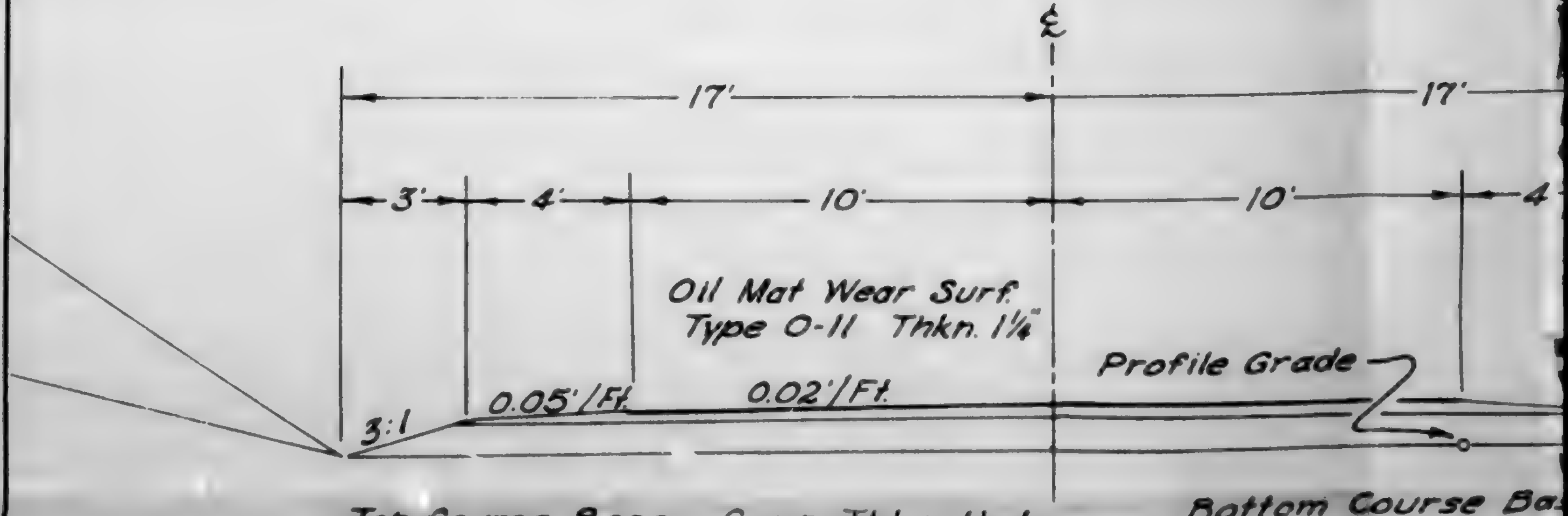
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

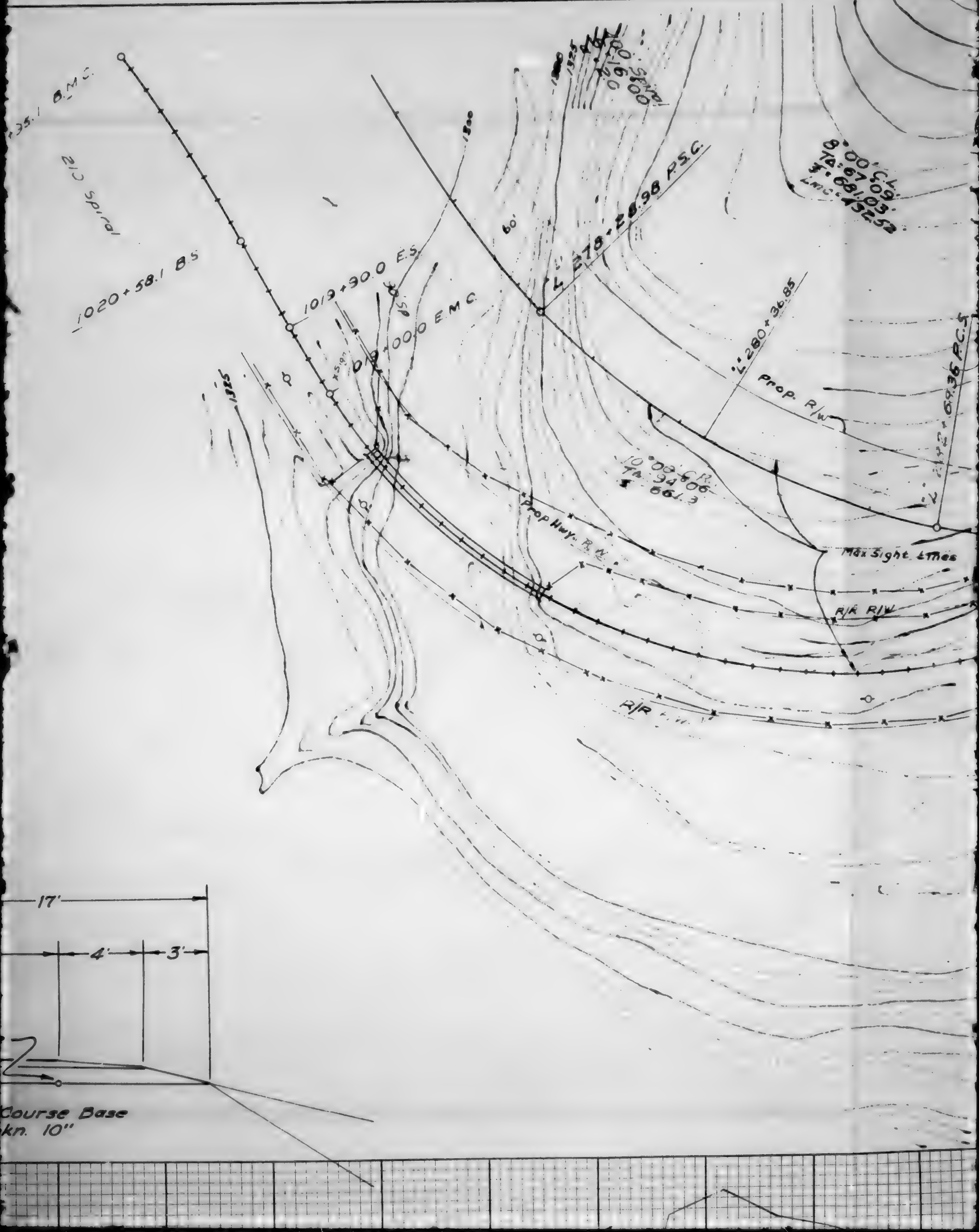
1022+35.1 B.M.C.

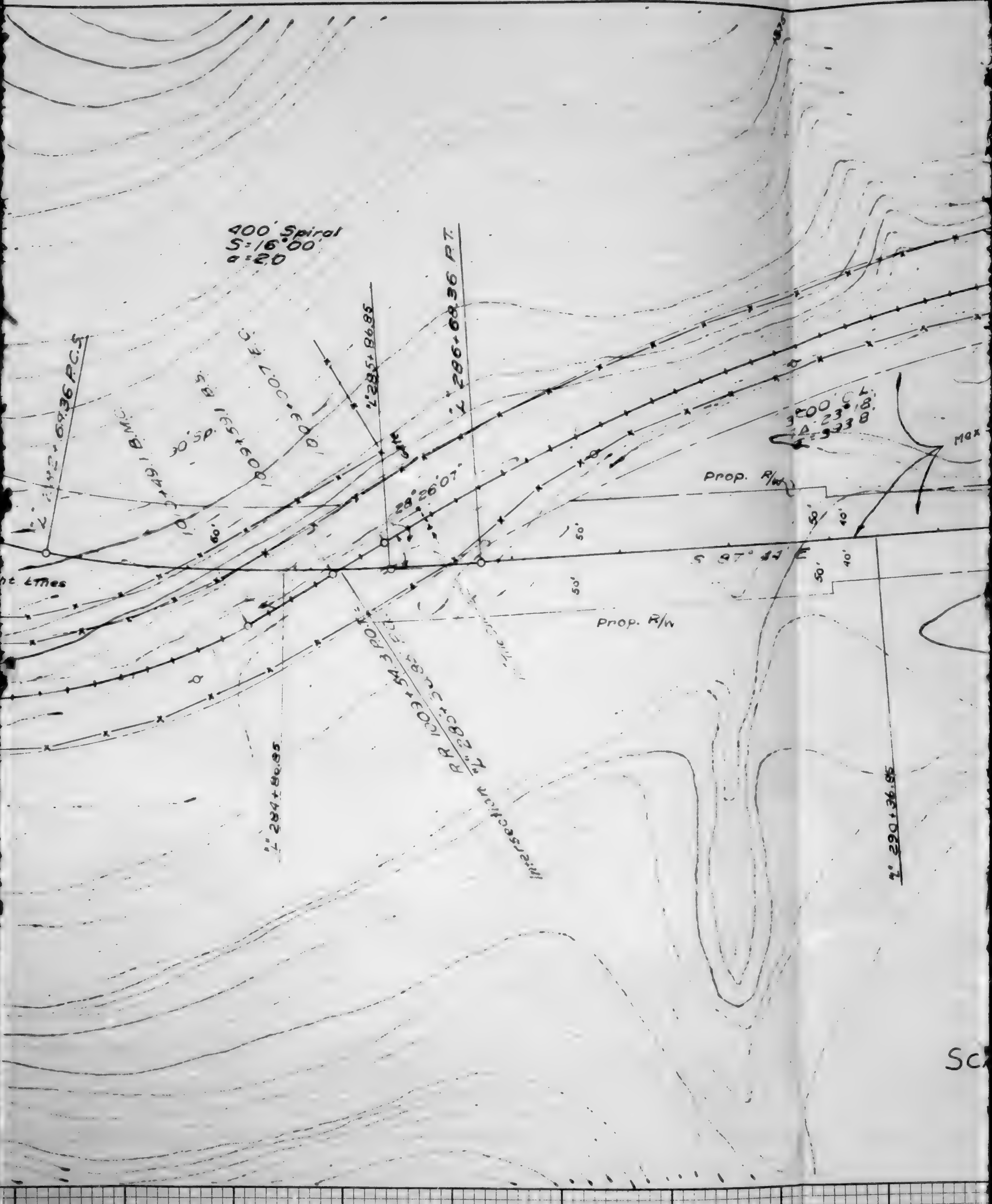
C12

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		


℄
17'
17'
3'
4'
10'
10'
4
Oil Mat Wear Surf. Type O-11 Thkn. 1¼"
Profile Grade
3:1
0.05'/Ft.
0.02'/Ft.
Top Course Base Comp. Thkn. Under O-11 2" (Incl. Bit. Binder Course) 3¼" Max. on Shldr.
Bottom Course Bas Comp. Thkn. 10"

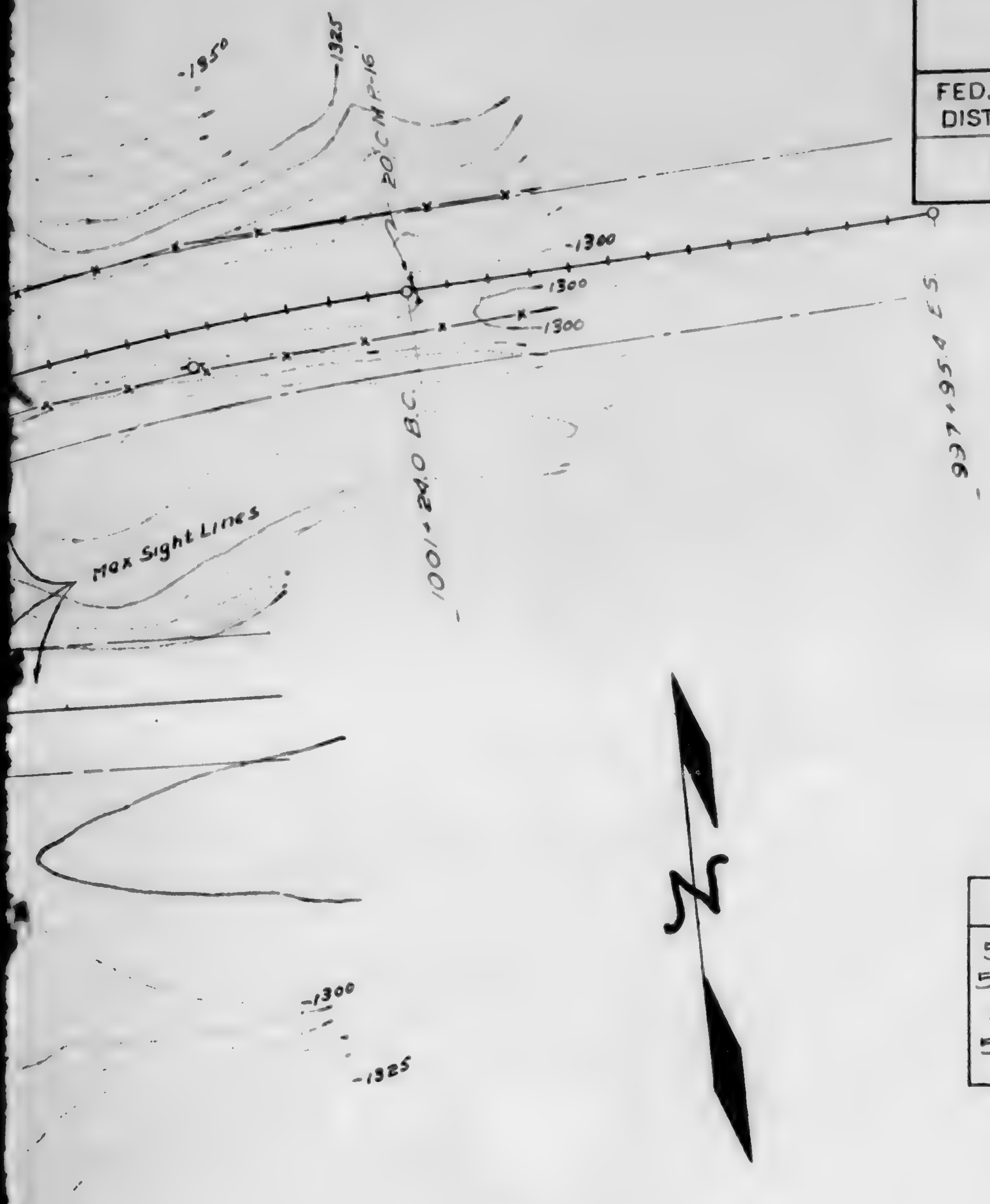
TYPICAL SECTION


+35.1 B.M.C.
Spiral C12
1020+58.1 B.S.
1019+90.0 E.S.
1019+00.0 E.M.C.
1300
1325
60'
65'
200' Spiral
L 278+28.98 P.S.C.
8°00' C.L.
TA 67°09'
T 681.03
Lmc 132.52
L 280+36.85
Prop. R/W
10°00' C.R.
TA 94°06'
T 661.3
Prop Hwy. R/W
L 282+69.36 P.C.S.
Max Sight Lines
R/R R/W
R/R R/W
17'
4'
3'
Course Base
kn. 10"



400' Spiral
S=16°00'
a=2.0
"L" 282+69.36 P.C.S.
10+49.1 B.M.C.
30' Sp.
10+59.1 B.S.
10+00.7 E.C.
"L" 285+86.85
"Y" 286+68.36 P.T.
28°26'07"
60'
nt. Lines
3°00' C.L.
Δ 23°18'
Max
Prop. R/W
50'
40'
S 87° 44' E
Prop. R/W
"L" 284+86.85
R.R. 1003+54.3 P.O.
"L" 285+35.85
Intersection
"L" 290+36.85
Sc

FED. ROAD DIST. No.	STATE	PROJECT NUMBER
1	OREGON	

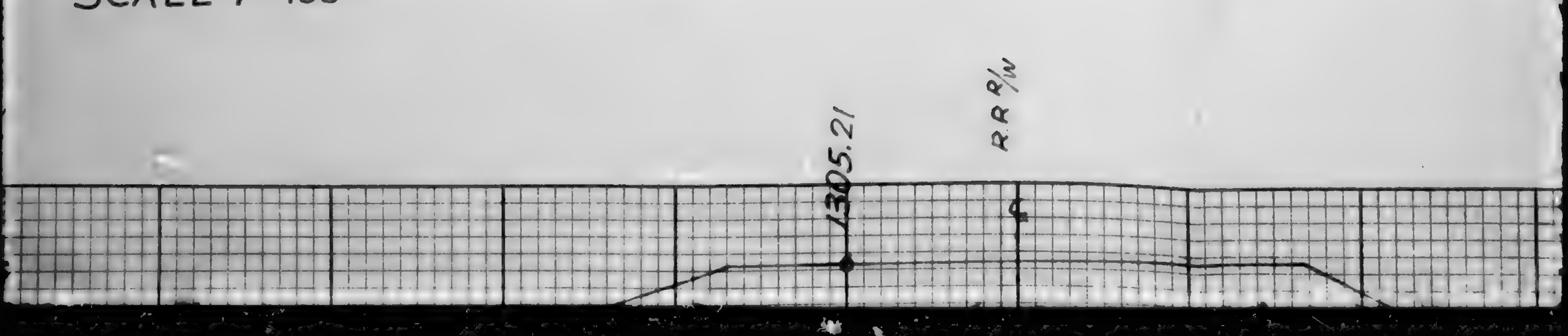


-1350
-1325
20" C.M.P.-16'
-1300
-1300
-1300
1001+24.0 B.C.
937+95.4 E.S.
Max Sight Lines
-1300
-1325
N

SIGHT DISTANCES

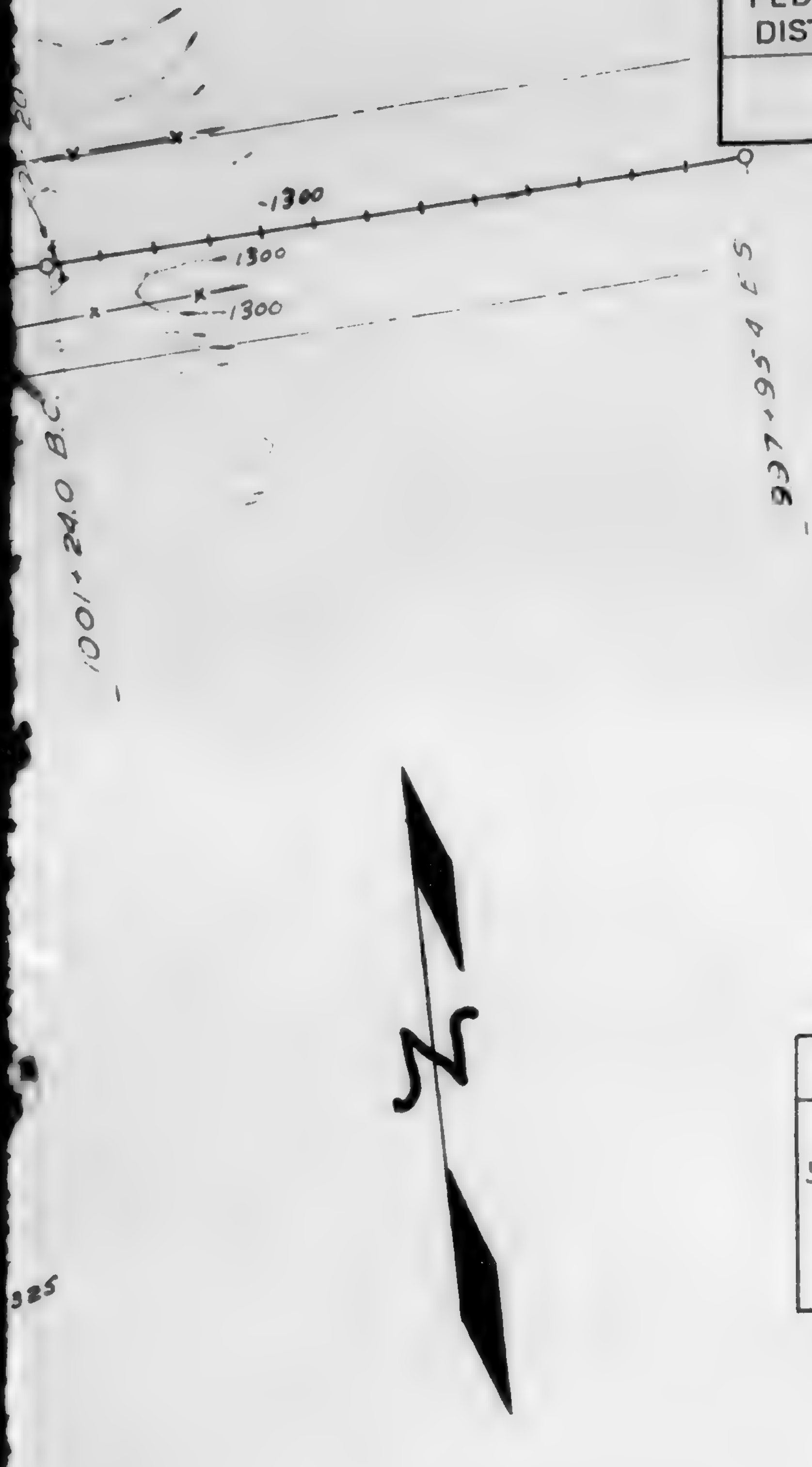
POINT	EAST	WEST
50' WEST	700'	400'
500' WEST	70'	70'
50' EAST	1000'	400'
500' EAST	1000'	400'

SCALE 1" = 100'



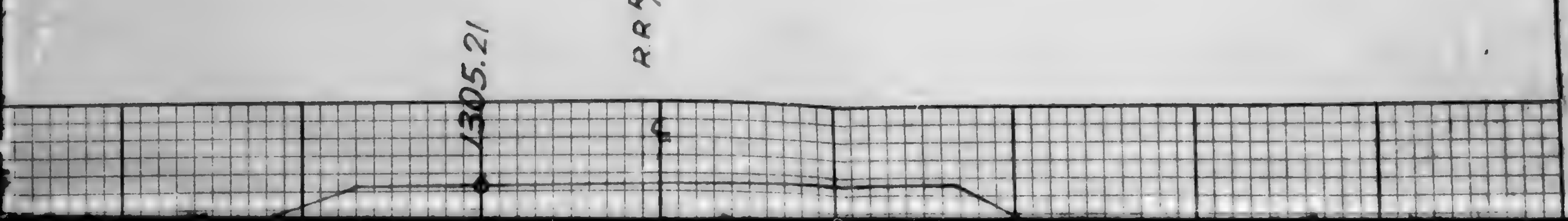
1305.21
RR R/W
℄

				SHEET No.
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON			See Index

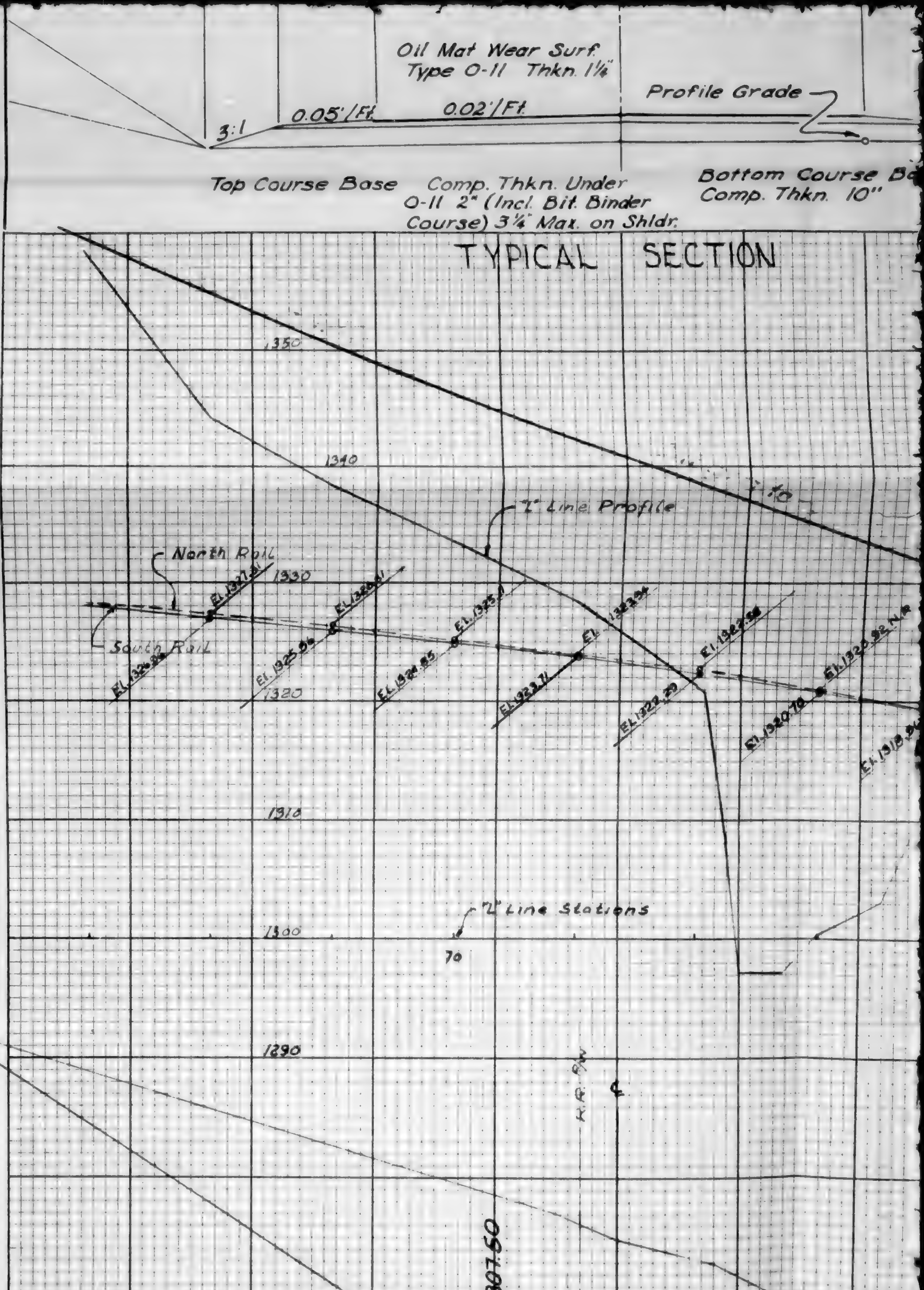

20
-1300
-1300
-1300
1001+24.0 B.C.
937+95.4 E.S.
N
325

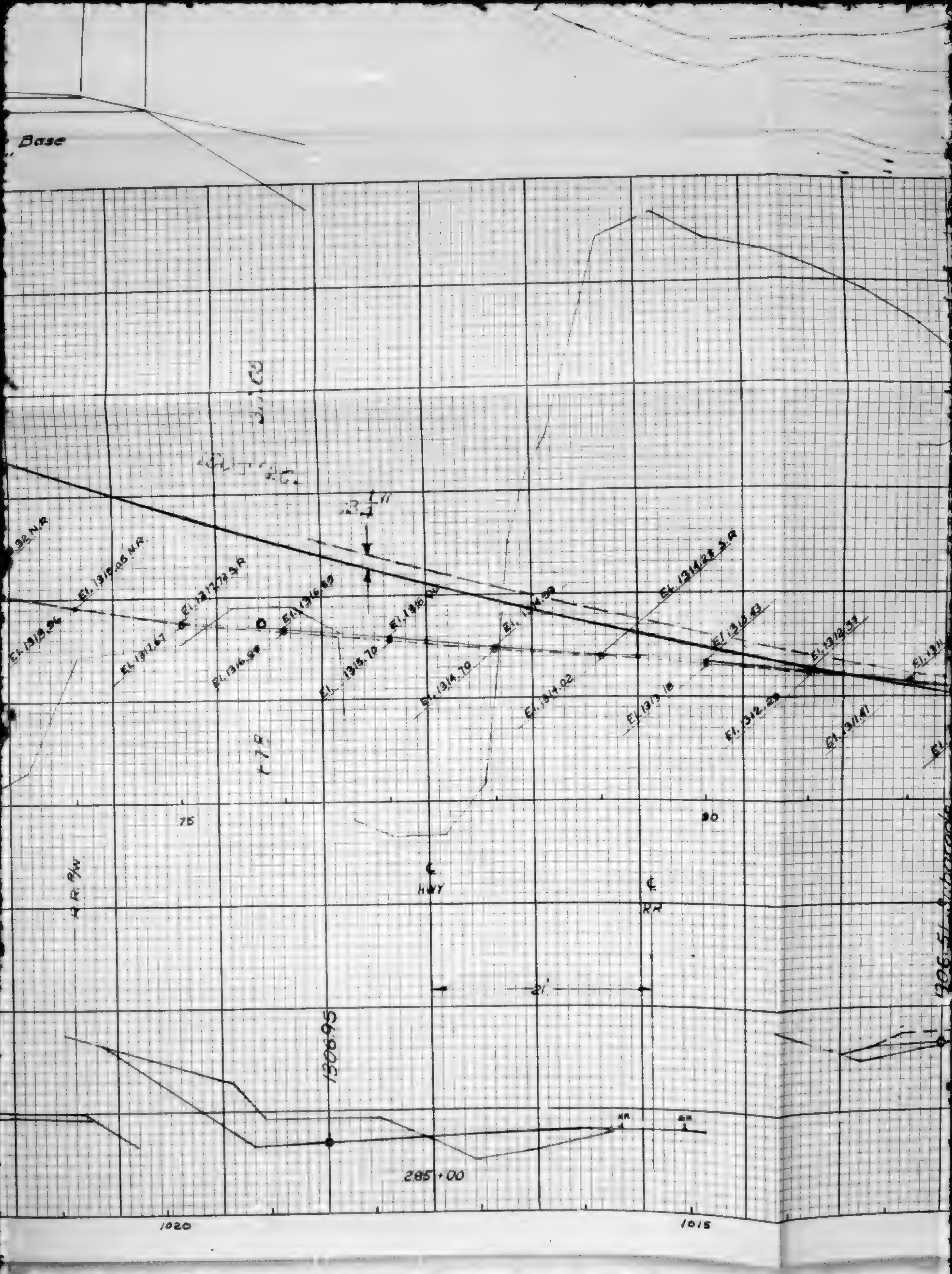
SIGHT DISTANCES

POINT	EAST	WEST
50' WEST	700'	400'
500' WEST	70'	70'
50' EAST	1000'	400'
500' EAST	1000'	400'

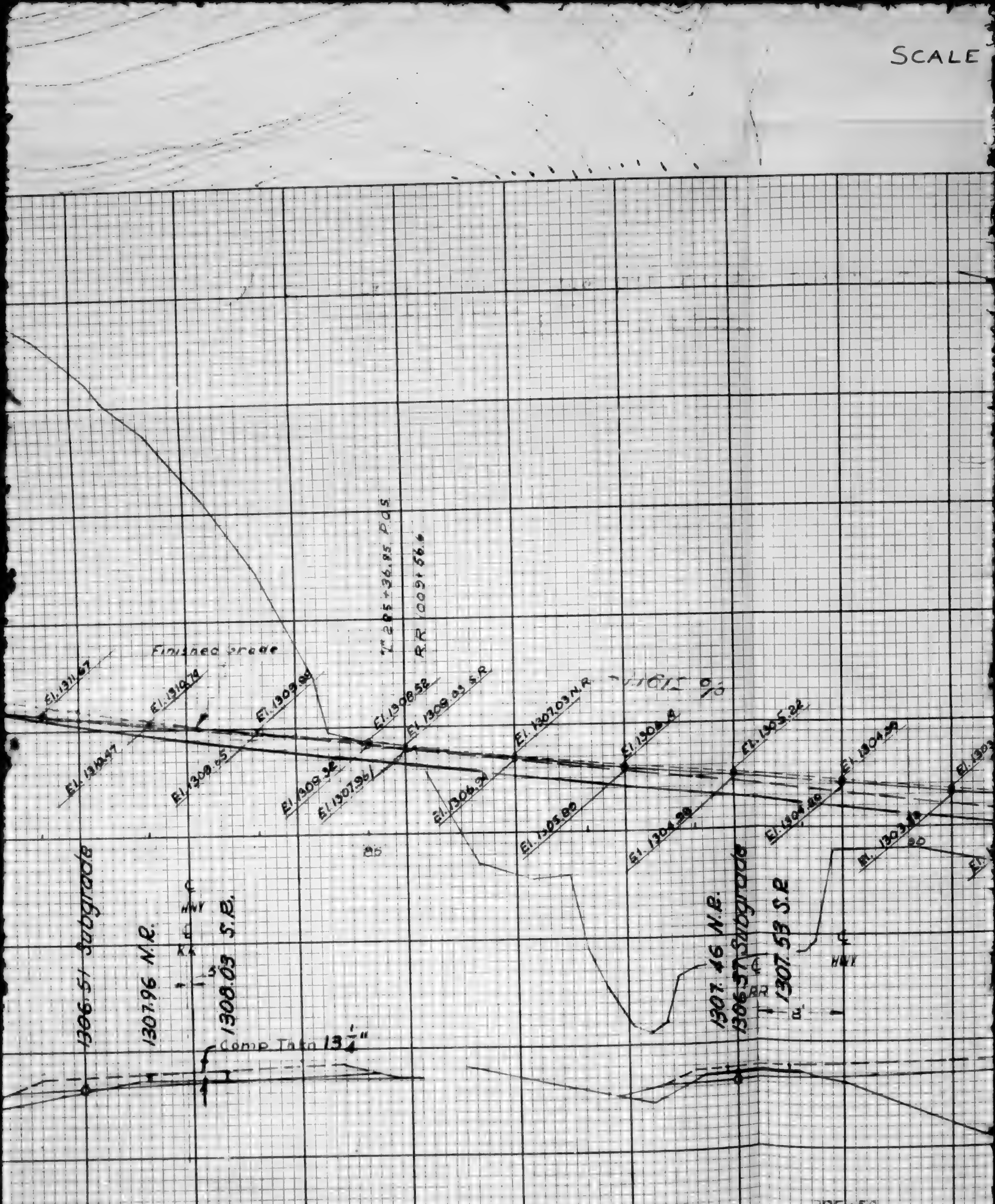

1305.21
RR R/W
℄

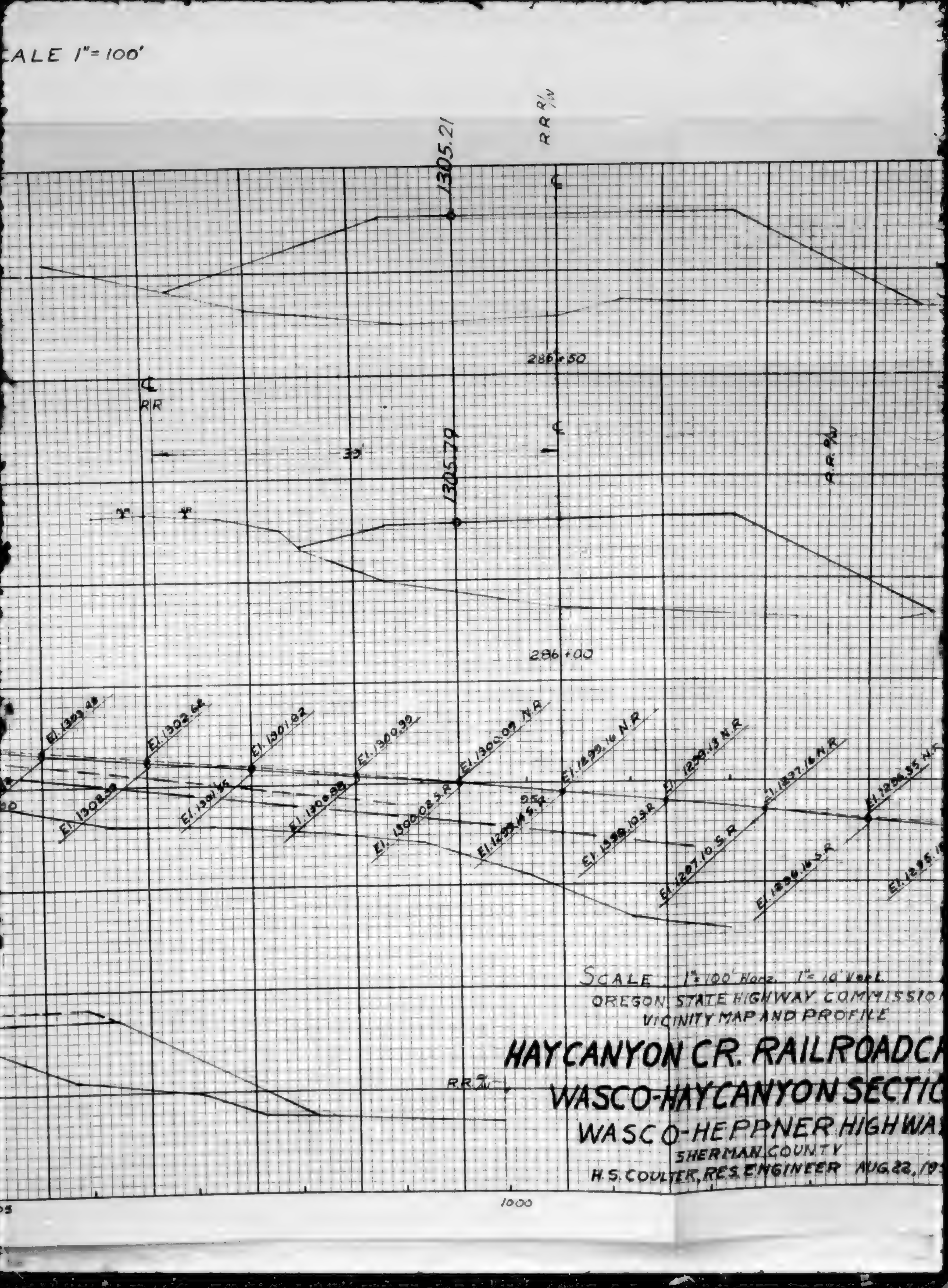
ORIGINAL SURVEY	
NOTE BOOK	
NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
BY	
DATE	


Oil Mat Wear Surf.
Type O-11 Thkn. 1¼"
Profile Grade
3:1
0.05'/Ft.
0.02'/Ft.
Top Course Base Comp. Thkn. Under O-11 2" (Incl. Bit. Binder Course) 3¼" Max. on Shldr.
Bottom Course Ba
Comp. Thkn. 10"
TYPICAL SECTION
1350
1340
1330
1320
1310
1300
1290
"L" Line Profile
North Rail
South Rail
El. 1327.31
El. 1326.81
El. 1325.96
El. 1324.85
El. 1323.71
El. 1322.50
El. 1320.70
El. 1320.92 N.R.
"L" Line Stations
70
R.R. R/W
℄
1307.50
284+50
R.R. Stations
102⁵


Base
3.1 C
3"
.92 N.R.
El. 1319.05 N.R.
El. 1317.72 S.R.
El. 1316.89
El. 1316.00
El. 1314.50
El. 1314.23 S.R.
El. 1313.43
El. 1312.51
El. 1311
El. 1319.04
El. 1317.67
El. 1316.89
El. 1315.70
El. 1314.70
El. 1314.02
El. 1313.18
El. 1312.29
El. 1311.41
El.
75
80
℄ HWY
℄ RR
RR R/W
21'
1306.95
1306.51 Subgrade
285+00
1020
1015

SCALE


Finished grade
El. 1311.67
El. 1310.47
El. 1310.79
El. 1309.95
El. 1309.98
El. 1309.38
El. 1308.52
El. 1307.96
El. 1309.03 S.R.
"T" 285+36.85 P.O.S.
RR 1009+56.6
El. 1307.03 N.R.
El. 1306.9
El. 1306.4
El. 1305.80
El. 1305.22
El. 1304.39
El. 1304.80
El. 1304.99
El. 1303.9
El. 1303.90
85
1306.51 Subgrade
1307.96 N.R.
1308.03 S.R.
℄ HWY
℄ RR
Comp. Thru 13 1/4"
1307.46 N.R.
1306.57 Subgrade
1307.53 S.R.
℄ RR
℄ HWY
285+38
285+50
1010
1005



CALE 1"= 100'
1305.21
R.R R/W
℄
286+50
℄
RR
33'
1305.79
℄
R.R. R/W
286+00
El. 1302.62
El. 1301.82
El. 1300.99
El. 1300.09 N.R
El. 1299.16 N.R
El. 1298.13 N.R
El. 1297.16 N.R
El. 1300.08 S.R
El. 1298.10 S.R
El. 1297.10 S.R
El. 1296.16 S.R
RR R/W
1000

SCALE 1" = 100' Horz. 1" = 10' Vert.

OREGON STATE HIGHWAY COMMISSIO

VICINITY MAP AND PROFILE

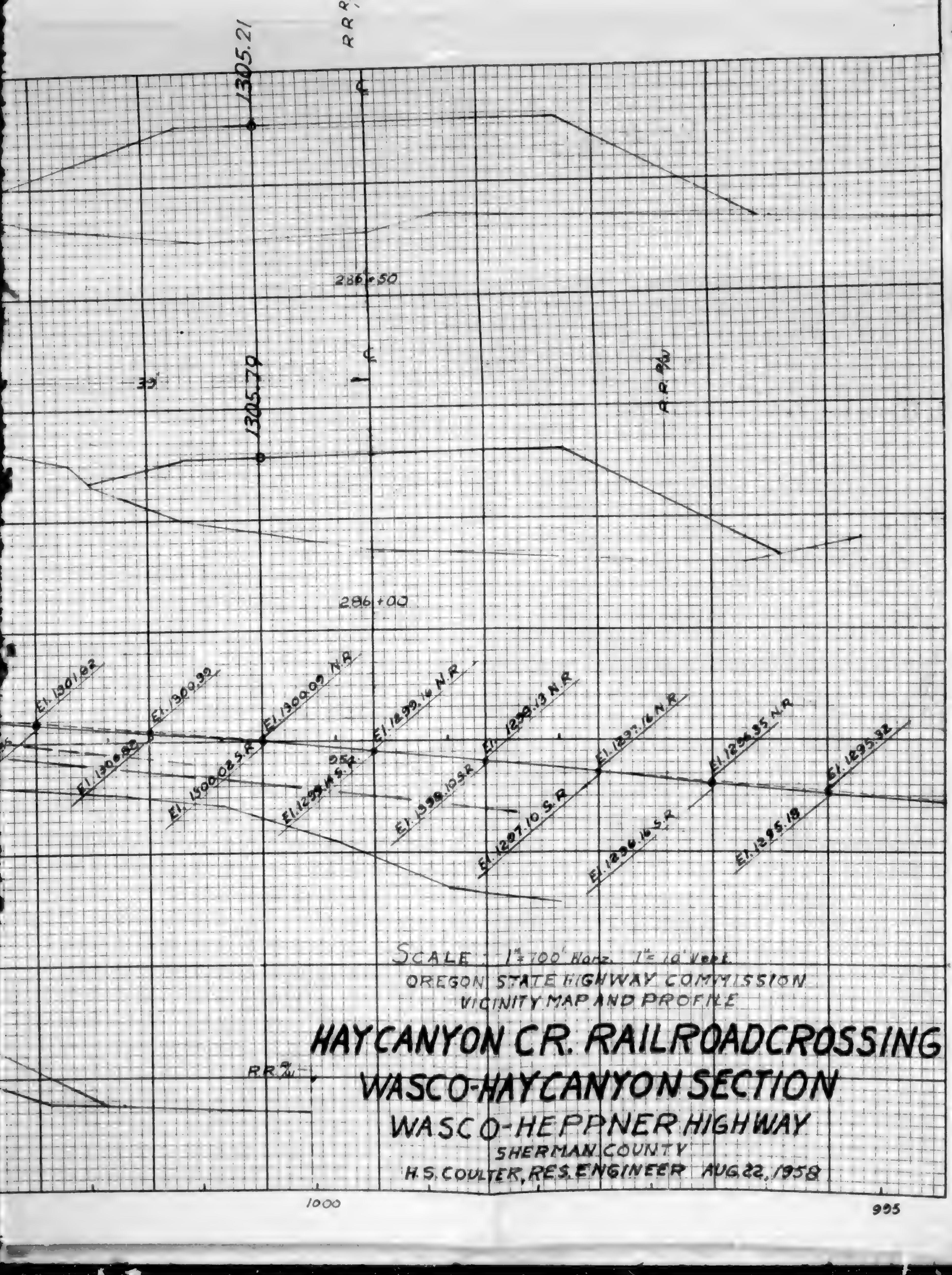
HAY CANYON CR. RAILROAD C

WASCO-HAY CANYON SECTIO

WASCO-HEPPNER HIGHWA

SHERMAN COUNTY

H.S. COULTER, RES. ENGINEER AUG. 22, 19


R.R. R/W
1305.21
℄
286+50
33'
℄
1305.79
R.R. R/W
286+00
El. 1301.02
El. 1300.99
El. 1300.09 N.R.
El. 1299.16 N.R.
El. 1299.13 N.R.
El. 1297.16 N.R.
El. 1296.35 N.R.
El. 1295.92
El. 1300.82
El. 1300.02 S.R.
El. 1299.14 S.R.
El. 1299.10 S.R.
El. 1297.10 S.R.
El. 1296.16 S.R.
El. 1295.18
RR R/W
1000
995

SCALE 1" = 100' Horz. 1" = 10' Vert.

OREGON STATE HIGHWAY COMMISSION
VICINITY MAP AND PROFILE

HAY CANYON CR. RAILROAD CROSSING
WASCO-HAY CANYON SECTION
WASCO-HEPPNER HIGHWAY
SHERMAN COUNTY
H.S. COULTER, RES. ENGINEER AUG. 22, 1958

RECEIVED
[illegible] 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-49(7)

5504

December 1, 1958

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 307-Spanish Hollow Cr. G-Xing
OWRR & N Co. (Sherman County)

Dear Sir:

Herewith I hand you original and three copies of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the Spanish Hollow Creek Grade Crossing project, in Sherman County, Oregon.

Two of the copies are for service upon the railroads and one copy is for service upon Sherman County in case you desire to make Sherman County a party.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓ - with copy of petition & exhibit
Mr. G. S. Paxson - " " " " " "
Mr. Tom Edwards - " " " " " "
Mr. Dean Swift - " " " " " "
Mr. L. I. Lindas - " " " "

RECEIVED
DEC 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Forrest Cooper

Pux 307

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the SPANISH HOLLOW CREEK GRADE CROSSING project, in the Southwest quarter (SW¼) of Section 10, Township 1 North, Range 17 East, W.M., in Sherman County, Oregon.	**PETITION** No._________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS, Title 31.

III

That the petitioner proposes the improvement of a revised location of the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway No. 300, and that in connection therewith it will be necessary and desirable to construct a crossing of railroads at the location designated as set forth in drawing titled "Spanish Hollow Cr. R.R. Crossing" attached hereto and by reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic upon the railroad and upon the highway.

V

That the estimated average daily volume of traffic on the highway at the said location will be 90 vehicles, which traffic will be subject to normal annual increases and that the average rail traffic at the said crossing is one train movement per day.

VI

That the following are affected by the proposed crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and the petitioner.

VII

That the construction of the said crossing is necessary for the service, accommodation and convenience of the public in that the existing highway is inadequate for present highway needs.

VIII

That the vision of approaching trains by persons or vehicles travelling the highway is shown by the tabulation of sight distances on the exhibit attached hereto.

IX

That the petitioner proposes for the purpose of protecting traffic across the crossing that there be installed two reflectorized crossing crossbuck signs with appropriate advance warning signs on the highway.

X

The highway is on a concave 900-foot vertical curve with tangent grades of 4.28 percent and 0.80 percent descending towards the west.

XI

That the petitioner proposes that the construction and maintenance of the crossing and warning signs be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as hereinafter stated under THINGS TO BE DONE BY RAILROADS reimburse railroads for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of Railroad Companies after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement by State under Memorandum 30-3, furnish and install standard reflectorized crossbuck signs at appropriate locations on each side of the rails.

(b) Subject to reimbursement under Memorandum 30-3, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of improvement of the crossing.

(c) At their own cost and expense, provide and install preservative treated ties on or along that portion of the track covered by the highway crossing and provide adequate headers or guard rails for the retention of the pavement.

(d) At their own cost and expense, maintain the railroad tracks, ties, ballast and other facilities after construction of the crossing.

XII

That the said crossing is in the Southwest quarter (SW¼) of Section 10, Township 1 North, Range 17 East, W.M., in Sherman County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 1st day of December, 1958.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

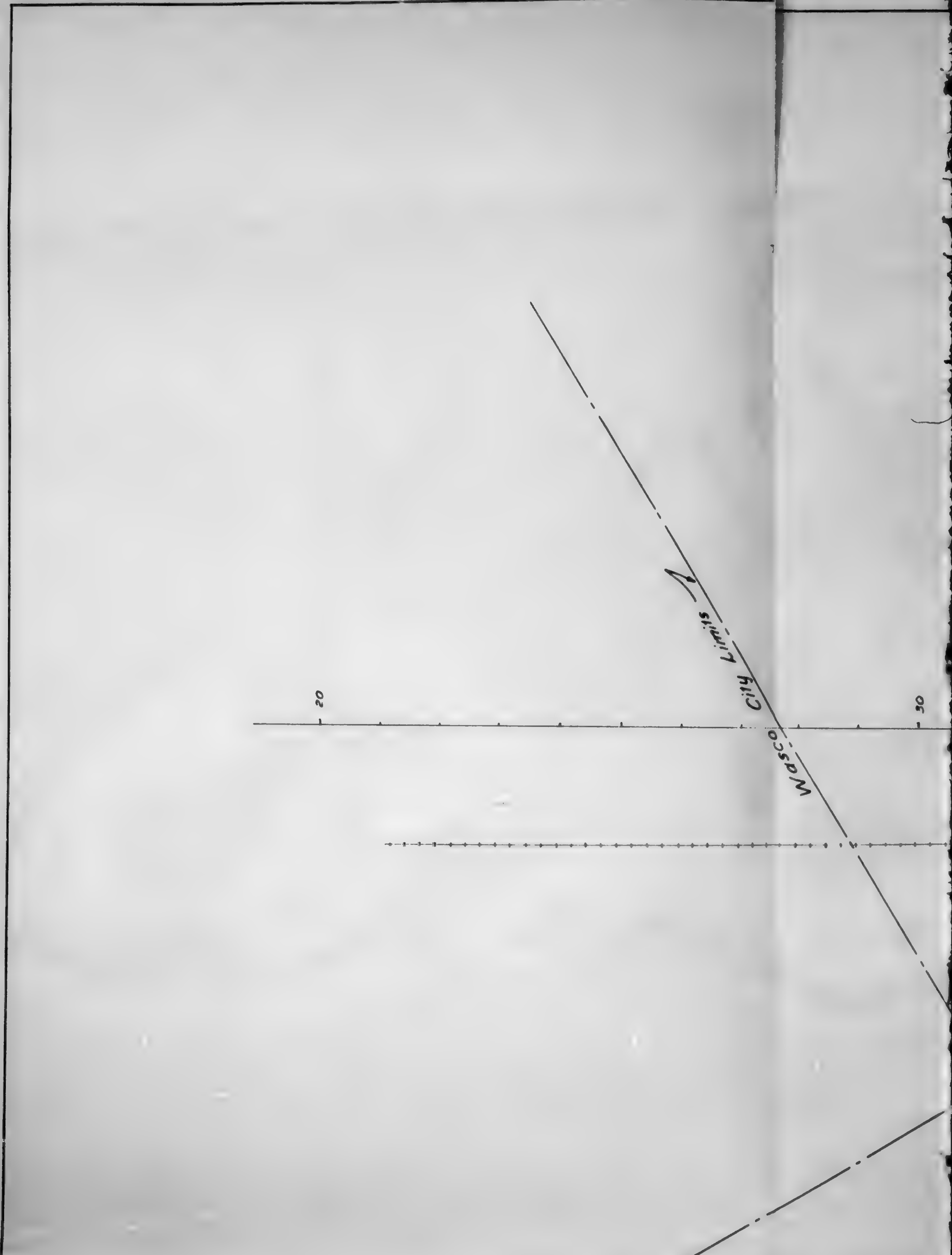
By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

FINAL SURVEY

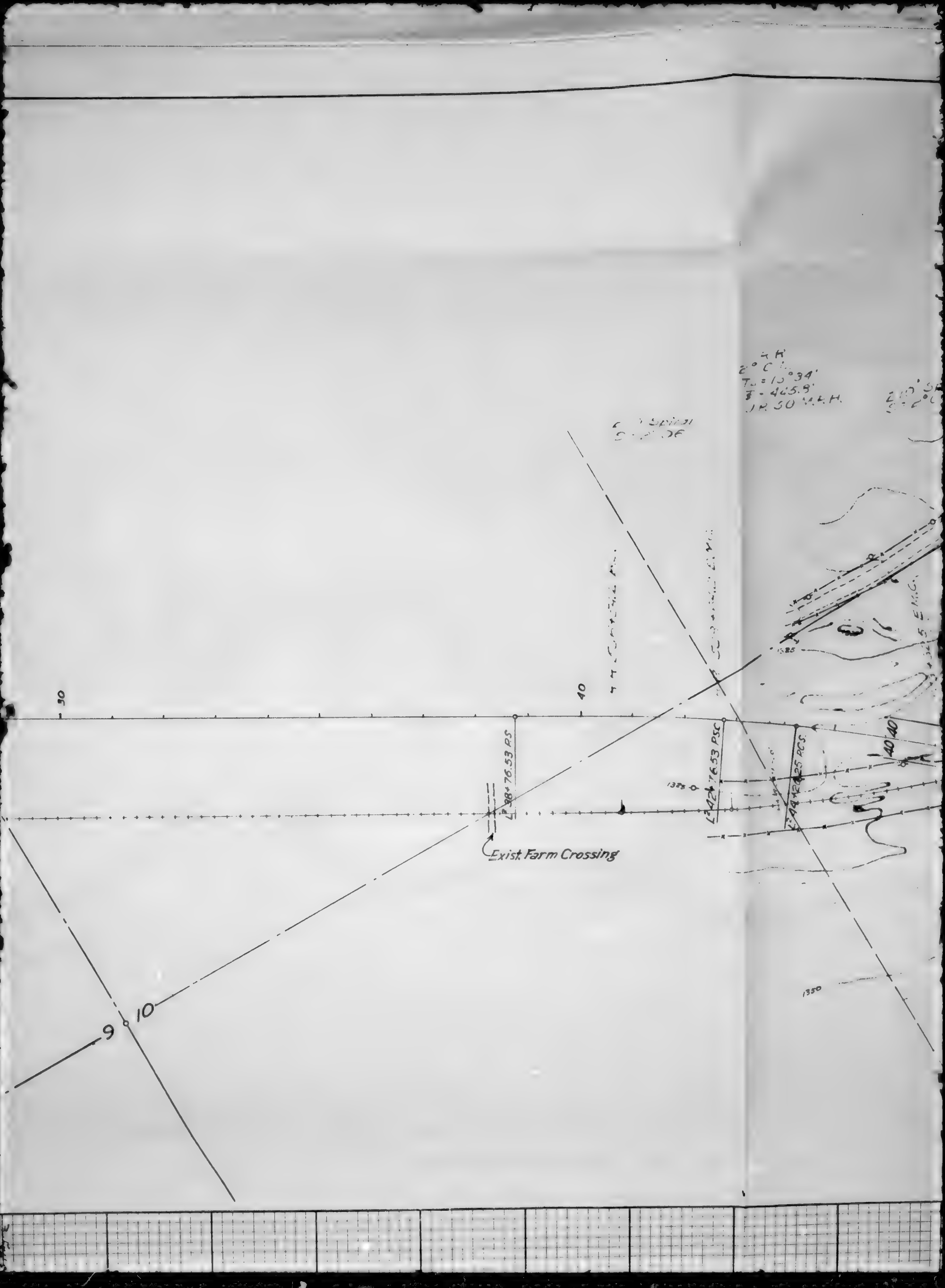
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

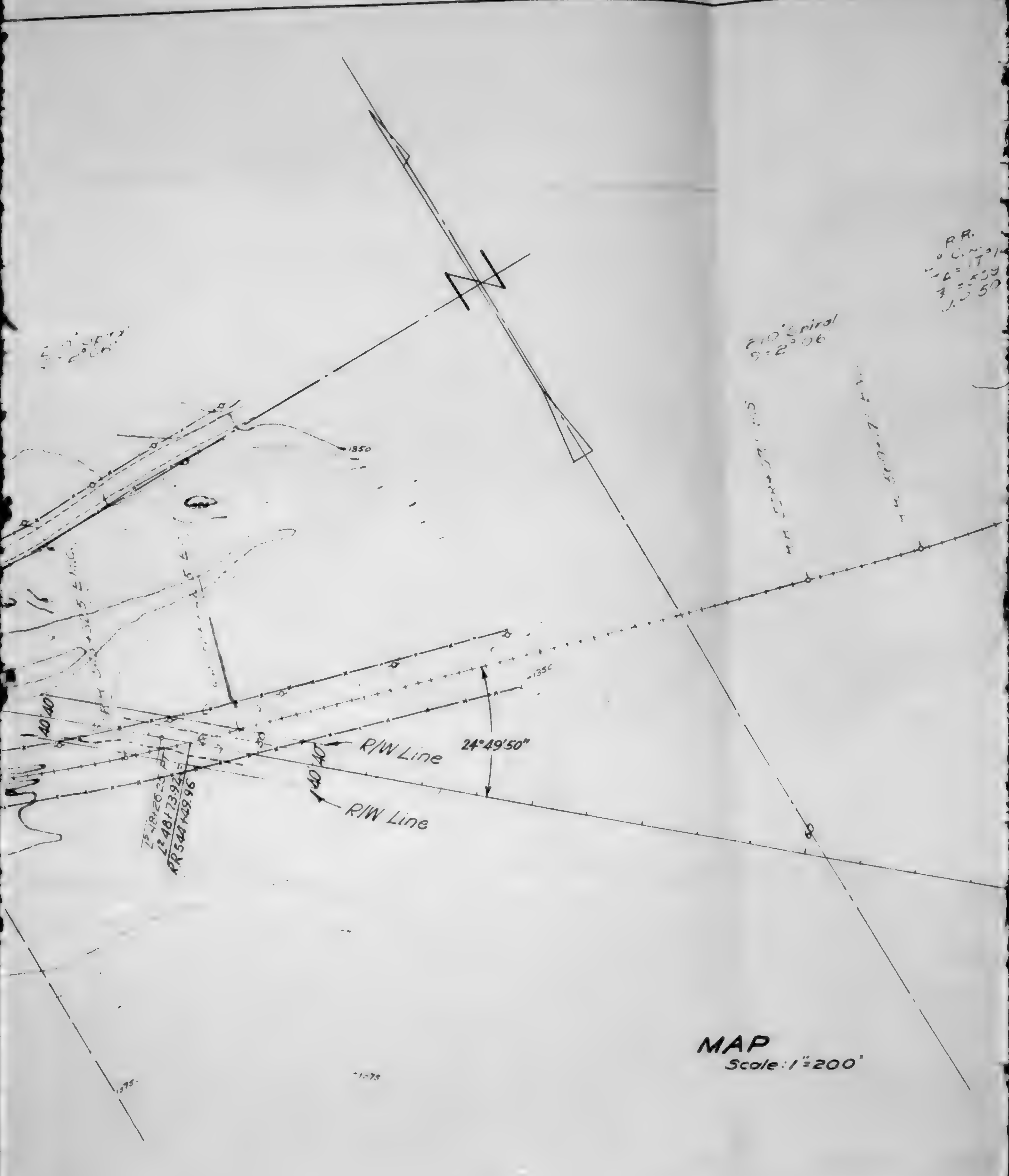
NOTE BOOK

NO.



20
30
Wasco City Limits
1400


30
40
Exist. Farm Crossing
38+76.53 P.S.
42+76.53 PSC
44+26.25 PCS
40
40
1325
1325
1350
E.M.C.
9
10
2° C.
T = 15°34'
T = 465.9'
30 M.P.H.



R.R.
Δ = 17
F 10' Spiral
S = 2° 06
1350
1350
PT
L² 48+73.94
RR 544+49.96
40'
40'
40'
40'
R/W Line
R/W Line
24°49'50"
1375

MAP

Scale: 1" = 200'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

SIGHT DISTANCES

POINT	EAST	WEST
50' WEST	2000'	2000'
500' WEST	2500'	2000'
50' EAST	2500'	2000'
500' EAST	2000'	1200'

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

SIGHT DISTANCES

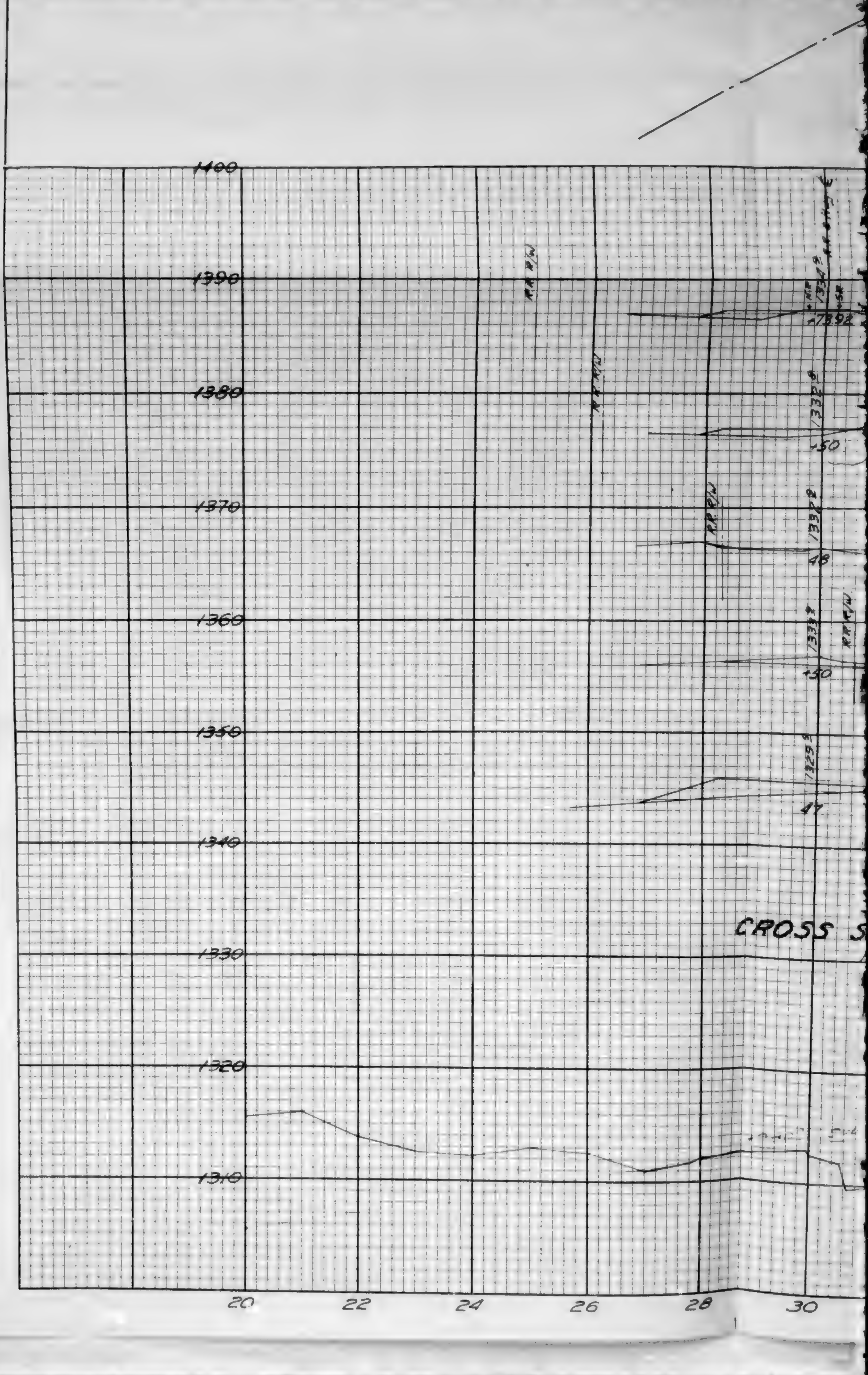
POINT	EAST	WEST
50' WEST	2000'	2000'
500' WEST	2500'	2000'
50' EAST	2.500'	2.000'
500' EAST	2000'	1200'

ORIGINAL SURVEY

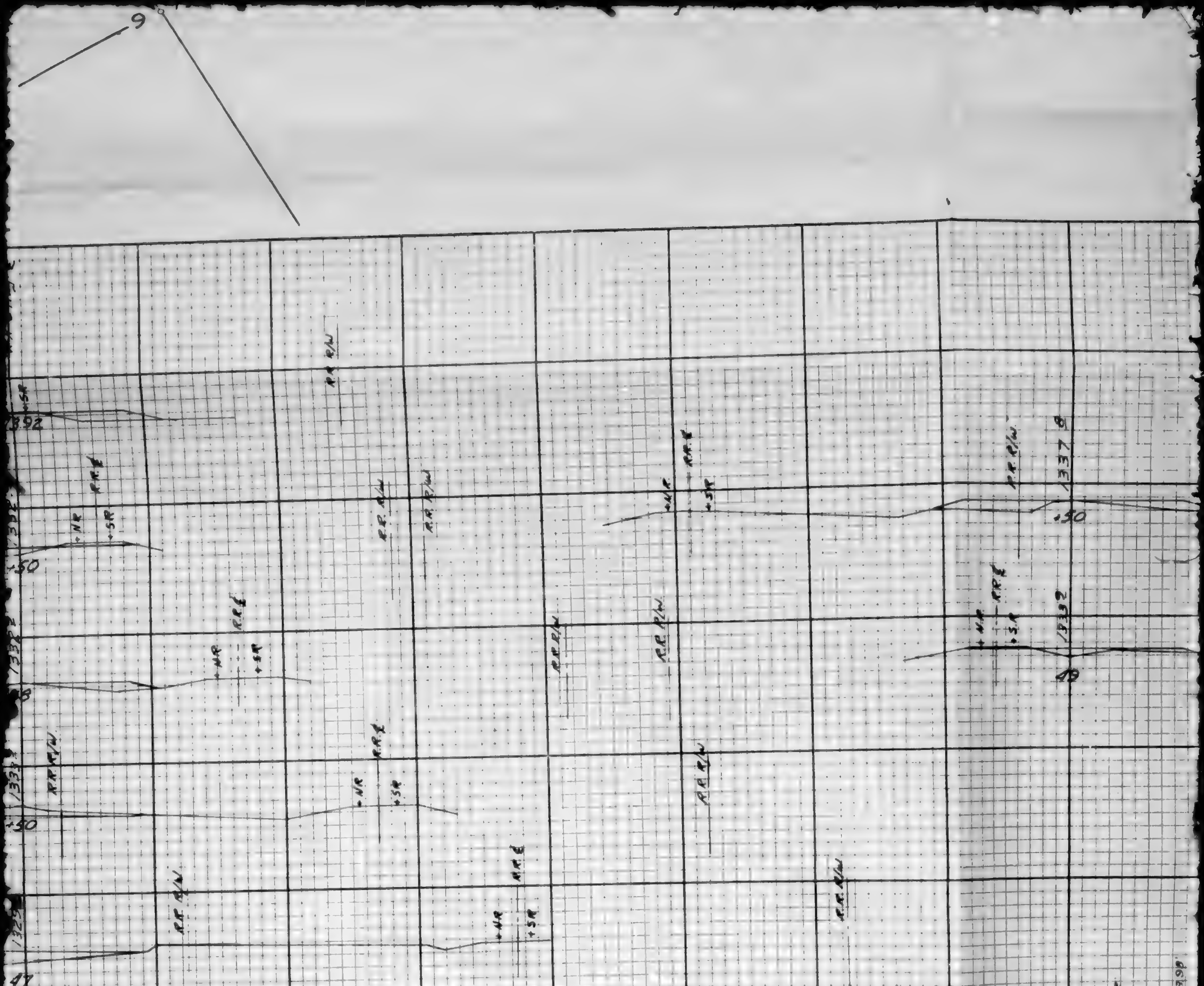
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK

NO.______

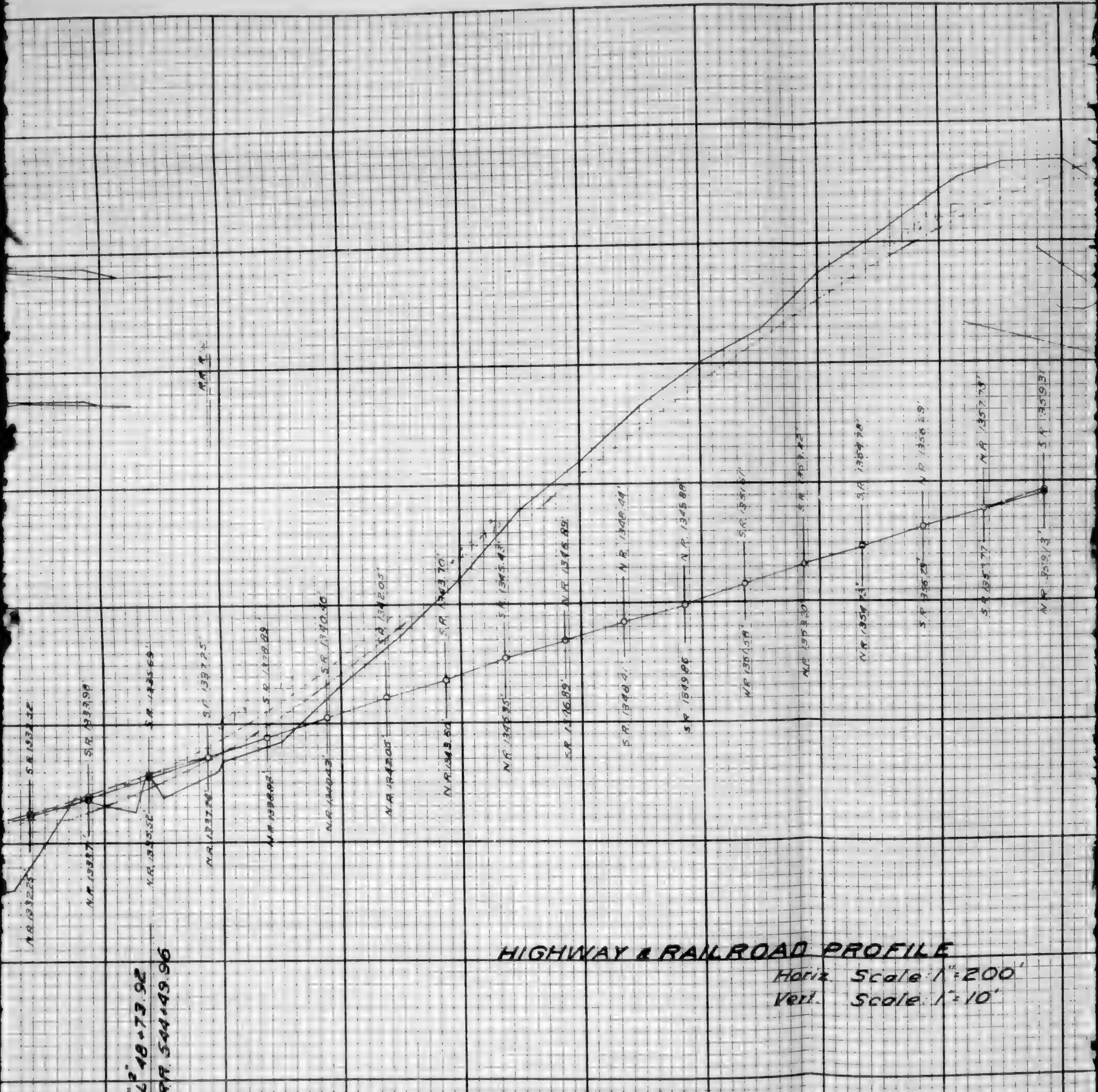


1400
1390
1380
1370
1360
1350
1340
1330
1320
1310
20
22
24
26
28
30
R.R. R/W
R.R. R/W
R.R. R/W
R.R. R/W
R.R. ¢ Hwy ¢
1334±
+73.92
1332±
+50
1332±
48
1333±
+50
1329±
47
CROSS S



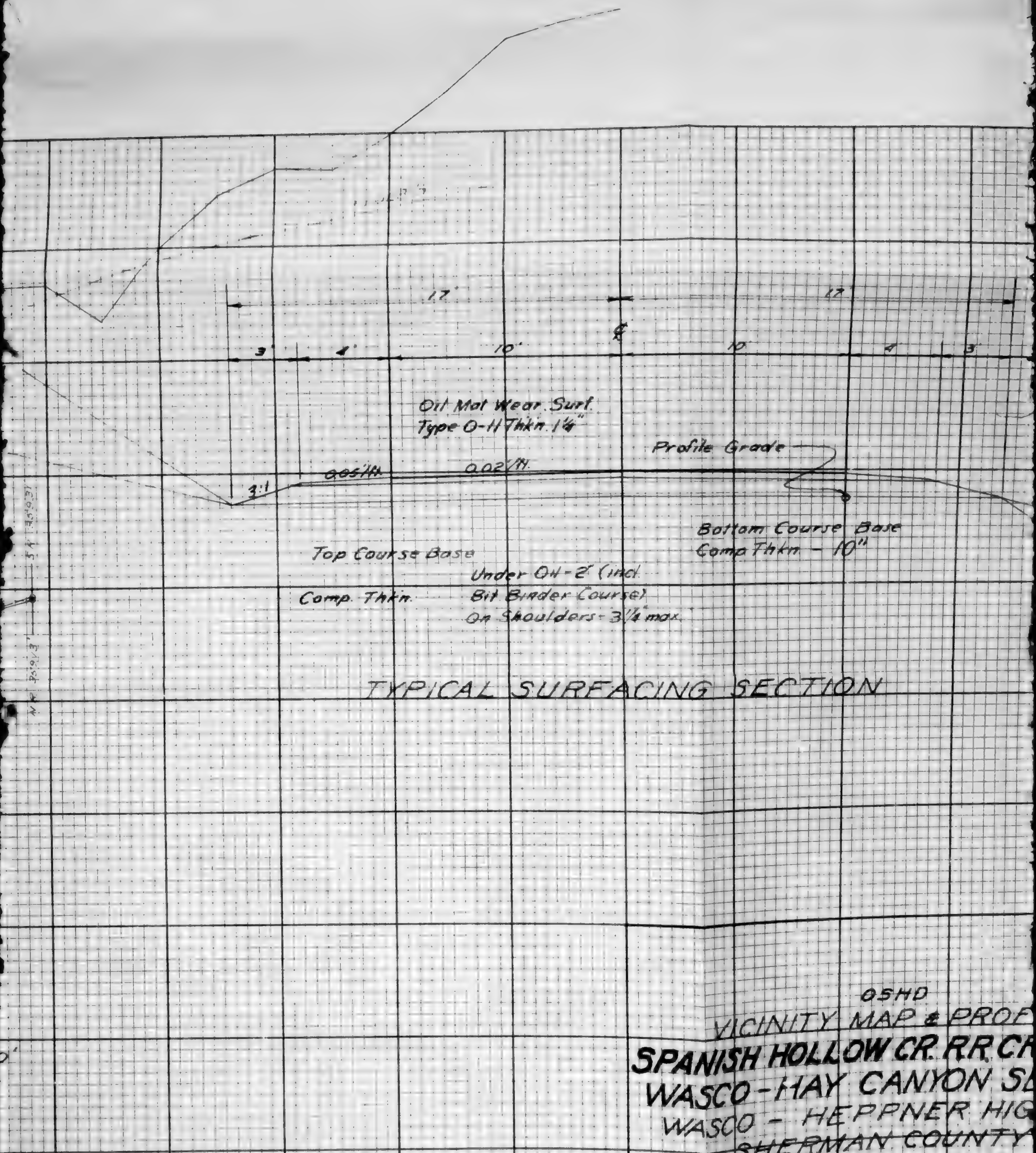
SS SECTIONS
HORIZ SCALE 1"=20'
VERT. SCALE 1"=20'
R.R. R/W
R.R. ℄
N.R.
S.R.
+50

MAP
Scale: 1"=200'



HIGHWAY & RAILROAD PROFILE

Horiz. Scale 1"=200'
Vert. Scale 1"=10'


17'
17'
℄
3'
4'
10'
10'
4'
3'
Oil Mat Wear. Surf.
Type O-11 Thkn. 1¼"
Profile Grade
0.05'/ft.
0.02'/ft.
3:1
Bottom Course Base
Comp Thkn. - 10"
Top Course Base
Under Oil - 2" (incl.
Comp. Thkn.
Bit Binder Course)
On Shoulders - 3¼" max.
64
66
68
70
72
74

TYPICAL SURFACING SECTION

OSHD

VICINITY MAP & PROF

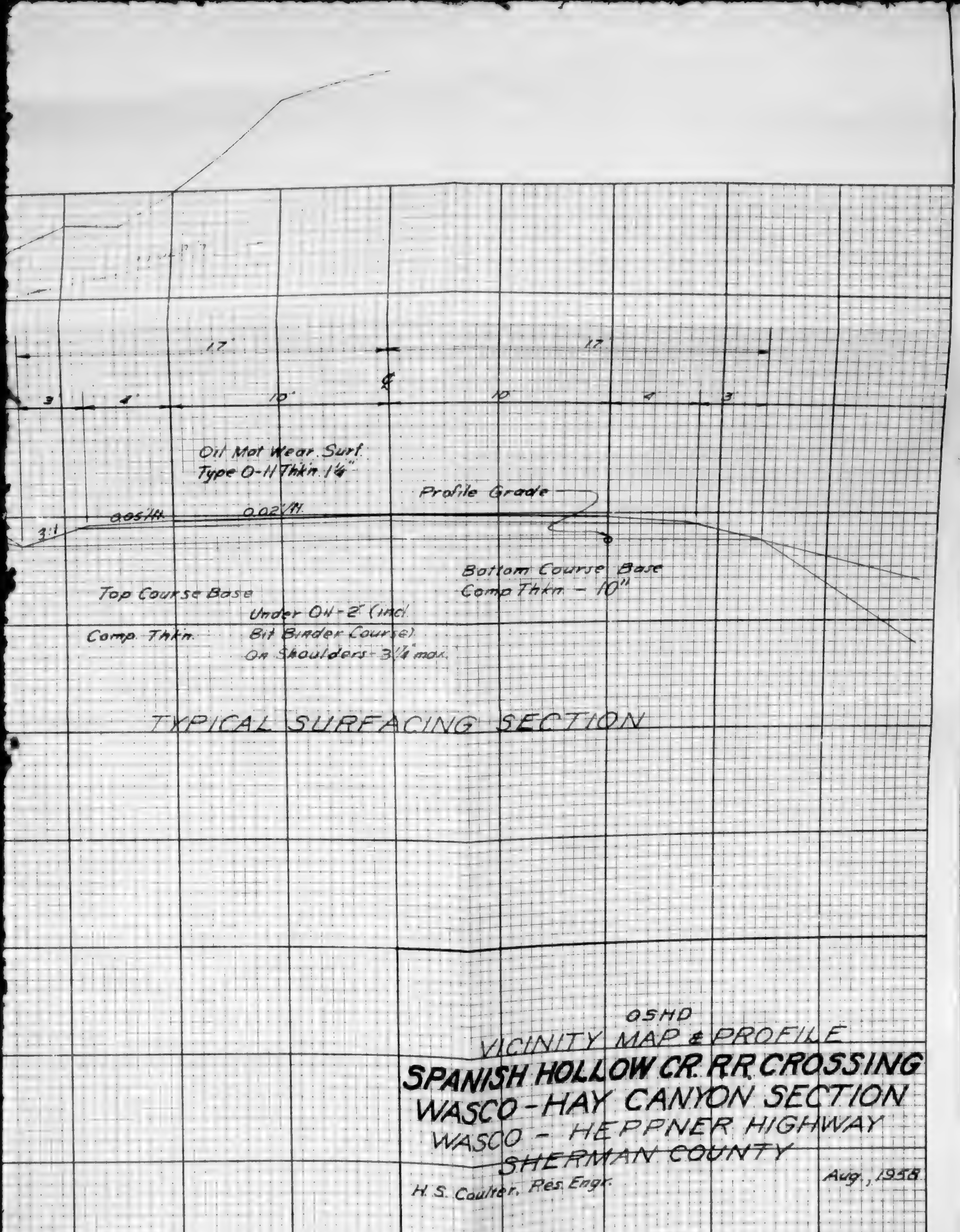
SPANISH HOLLOW CR. R.R. CR

WASCO - HAY CANYON S

WASCO - HEPPNER HIG

SHERMAN COUNTY

H. S. Coulter, Res. Engr.


17'
17'
℄
3'
4'
10'
10'
4'
3'
Oil Mat Wear. Surf.
Type O-11 Thkn. 1¼"
Profile Grade
0.05'/ft.
0.02'/ft.
3:1
Bottom Course Base
Comp Thkn – 10"
Top Course Base
Under Oil – 2" (incl.
Comp. Thkn.
Bit Binder Course)
On Shoulders – 3¼" max.
68
70
72
74

TYPICAL SURFACING SECTION

OSHD
VICINITY MAP & PROFILE
SPANISH HOLLOW CR. R.R. CROSSING
WASCO – HAY CANYON SECTION
WASCO – HEPPNER HIGHWAY
SHERMAN COUNTY
H. S. Coulter, Res. Engr.
Aug., 1958

RECEIVED
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FOR FILING

[illegible]
Grade Xings
PU X 307

November 21, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I am today making application to the Public Utility Commissioner for permits to install two grade crossings of your Shaniko Branch east of Wasco.

My information is that you operate one train per day over this track and our estimate of highway traffic is 90 vehicles per day just east of Wasco and 80 vehicles per day at the crossing farther east. In view of this meager traffic, we are proposing that the crossing be protected by reflectorized crossbuck signs with advance warning signs on the highway. You will undoubtedly be served notice of our application within the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach. (maps)
cc Mr. W. C. Williams
Mr. Leonard I. Lindas
Mr. Tom Edwards

FORM E-30 50M 6-

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1958

SUBJECT: Vicinity Maps for PUC permit

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Salem

We are forwarding herewith the following railroad crossing vicinity maps for further handling in connection with the subject:

Spanish Hollow Creek Railroad Crossing
Hay Canyon Creek Railroad Crossing

Both on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County.

Tom Edwards
Construction Engineer

By D J Barbee
D. J. Barbee
Assistant Construction Engineer

JT :ep

Attach.

10-30

Umatilla Mission Hwy. #331 M.P. 2.46
R.R. Xing 0.22 mile north of FAS 473 at Mission (Cayuse Rd)
1958 ADT = 450 (counted June 1958)

6 trains during day
10 " " night
16 total trains

Wasco-Heppner Hwy #300 M.P. 5.90 & M.P. 8.65
R.R. Xing 5.90 miles east of Wasco
1958 ADT = 90 (counted June 1958) 1 Train per da

R.R. Xing 8.65 miles southeast of Wasco
1958 ADT = 80 (counted June 1958) 1 train per day
Undercrossing

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R

Salem, Oregon
November 28, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. Stations 0+00 to 360. Maps 8B-11-11 and 8B-11-12. Prefix 128-2502.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:bb

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FORM E-30 80M 6-58 13046
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1958

SUBJECT: Cooperative Construction Agreement
Wasco-Hay Canyon Section
Wasco-Heppner Highway
City of Wasco

To: G. S. Paxson
Assistant State Highway Engineer

580

OFFICE

Attached hereto, are six copies of the above entitled agreement as per your request by letter of November 21, 1958.

We understand additional exhibit maps will be furnished by County and City Relations.

RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cc: L. I. Lindas

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DEC 1 1958
ENGINEER
COUNTY & CITY RELATIONS

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NOV 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1958

L49(7)

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SUBJECT:

To:
Mr. J. W. DeSouza
Assistant Counsel
State Highway Department
Salem, Oregon

In accordance with instructions from Mr. G. S. Paxson, I hand you herewith ten prints each of the Hay Canyon Creek and Spanish Hollow Railroad crossings on the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh
cc: G. S. Paxson
Enc.

OTED
SON

R D
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OFFICE OF
STATE HIGHWAY ENGINEER

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT: Cooperative Construction Agreement
Wasco-Hay Canyon Section
Wasco-Heppner Highway
City of Wasco

To: Mr. G. S. Paxson
OFFICE

Attached is a draft of an agreement and a suggested letter to the Legal Division requesting preparation of an agreement covering the subject named project.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
S. PAXSON

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S-49(7)

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Salem, Oregon
November 21, 1958

Mr. [illegible] Linnes
OFFICE

Cooperative Construction Agreement
Wasco-Hay Canyon Section
Wasco-Heppner Highway
City of Wasco

Attached is a draft of an agreement covering the subject named project. Will you please prepare six copies of the agreement in addition to any required by your division. Additional copies of the exhibit will be furnished by County and City Relations Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

AGREEMENT (Draft, 10/30/58)

THIS AGREEMENT, made and entered into this ___ day of _______, 19__, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF WASCO, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Wasco. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street and the State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one plan sheet setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and

other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade, if any there be, in connection with or arising out of the proposed project.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By__________________
Chairman

By__________________
Commissioner

By__________________
Commissioner

CITY OF WASCO, by and through
its city officials

By__________________
Mayor

By__________________
Recorder

ATTEST:

____

(Draft)

JDG:mm
10/30/58

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NOV 21 1958
FOR FILING
S-41(7)
5504

Salem, Oregon
November 21, 1958

Hay Canyon Creek railroad grade crossing, Wasco-Hay Canyon Section, Sherman County

Mr. Leonard I. Lindas

The State is reconstructing, as a Federal Aid Secondary project, a section of the Wasco-Heppner Secondary Highway known as the Wasco-Hay Canyon Section. In this reconstruction, we will cross the track of the Union Pacific Railroad Company's Shaniko Branch. The rail traffic is one train per day and our present highway traffic is 80 vehicles per day. In view of the small amount of both rail and highway traffic, we propose to cross at grade and install reflectorized cross-buck signs with advance warning signs on the highway.

This is a federal-aid job which does not eliminate any existing grade crossing and we propose to make the crossing without cost to the Railroad Company other than the conditioning of its ties and the placing of guardrail prior to paving across the crossing. The Railroad, at its own cost, should place treated ties across the crossing and provide and install the guardrail at the crossing. The State will do all of the grading and surfacing and will maintain the surface after the project is completed, except for any maintenance to the Railroad Company's ties, rails, and guardrails.

The structure is in the southwest quarter of Section 30, Township 1 North, Range 18 East. The highway and railroad center lines intersect at Highway Station L 285+36.85 and Railroad Station 1009+54.3. The highway is on a curve at this point and the angle between the railroad tangent and the highway curve is 28°26'07" in the northeast quadrant. The railroad is on a descending grade to the east of 0.9 percent and the highway is on a descending grade to the east of 1.1612 percent. The typical section for the highway improvement is shown on the map and will consist of a 20-foot oiled macadam surface with 4-foot shoulders.

I am attaching hereto ten copies of a map and profile entitled "Hay Canyon Creek Railroad Crossing, Wasco-Hay Canyon Section, Wasco-Heppner Highway," dated August 22, 1958. It would be appreciated if you would make the necessary application to the Public Utility Commissioner for a permit to install the crossing.

G. S. Paxson
Assistant State Highway Engineer

Attachment

cc Mr. W. C. Williams

RECEIVED
NOV 21 1958

FOR FILING
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5504

Salem, Oregon
November 21, 1958

Spanish Hollow Creek
railroad crossing in
Sherman County

Mr. Leonard I. Lindas

The State is rebuilding a section of the Wasco-Heppner Secondary Highway in Sherman County called the Wasco-Hay Canyon Section. In this section we cross the track of the Union Pacific Railroad Company's Shaniko Branch. The rail traffic at this crossing is one train per day and the highway traffic is 90 vehicles per day. In view of the small amount of both rail and highway traffic, we propose to cross the railroad at grade and to install reflectorized cross-buck signs with advance warning signs on the highway.

The crossing is in the southwest quarter of Section 10, Township 1 North, Range 17 East. The highway and railroad center lines intersect at Highway Station ℄ 48+73.92 and Railroad Station 544+49.96. The railroad is on a curve at this point and the angle between the tangent to the railroad curve and the highway center line is 24°49'50". The railroad is on a descending grade toward the west of 1.6 percent. The highway is on a concave 900-foot vertical curve with tangent grades of 4.28 percent and 0.80 percent descending to the west. The typical section for the highway improvement is shown on the map and consists of a 20-foot oil macadam surface with 4-foot shoulders on each side.

The crossing will not close any existing grade crossing of the railroad. It is proposed that the State construct the crossing without cost to the Railroad Company other than the conditioning of its track prior to the placing of the surfacing. The Railroad Company should install treated ties and guardrail before this surface is placed. The Railroad Company should maintain its ties, track and roadbed and the State maintain the highway surfacing, drainage and other highway facilities.

I am attaching ten prints from a map entitled "Spanish Hollow Cr. R.R. Crossing, Wasco-Hay Canyon Section, Wasco-Heppner Highway, Sherman County," dated August 1958. It would be appreciated if you would make the necessary application to the Public Utility Commissioner for a permit to install the crossing.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams

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5504

November 6, 1958

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County.

An opportunity was afforded for a public hearing in the city of Wasco; however, city officials notified us that a hearing was not required.

As it is our intention to contract this project in the near future, I am asking you to approve the survey and grant authority for the acquisition of right of way. The details are shown on the attached map.

The matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ar

cc to: Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1958

SUBJECT: Survey Approval Map
Wasco-Hay Canyon Section
Wasco-Heppner Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached hereto are eleven prints of the above survey approval map. This is presently on the January 13, 1959 schedule and we have been informed that no hearing will be required.

Tom Edwards
Construction Engineer

By D J Barbee
D. J. Barbee
Assistant Construction Engineer

DJB:ep

Attachments

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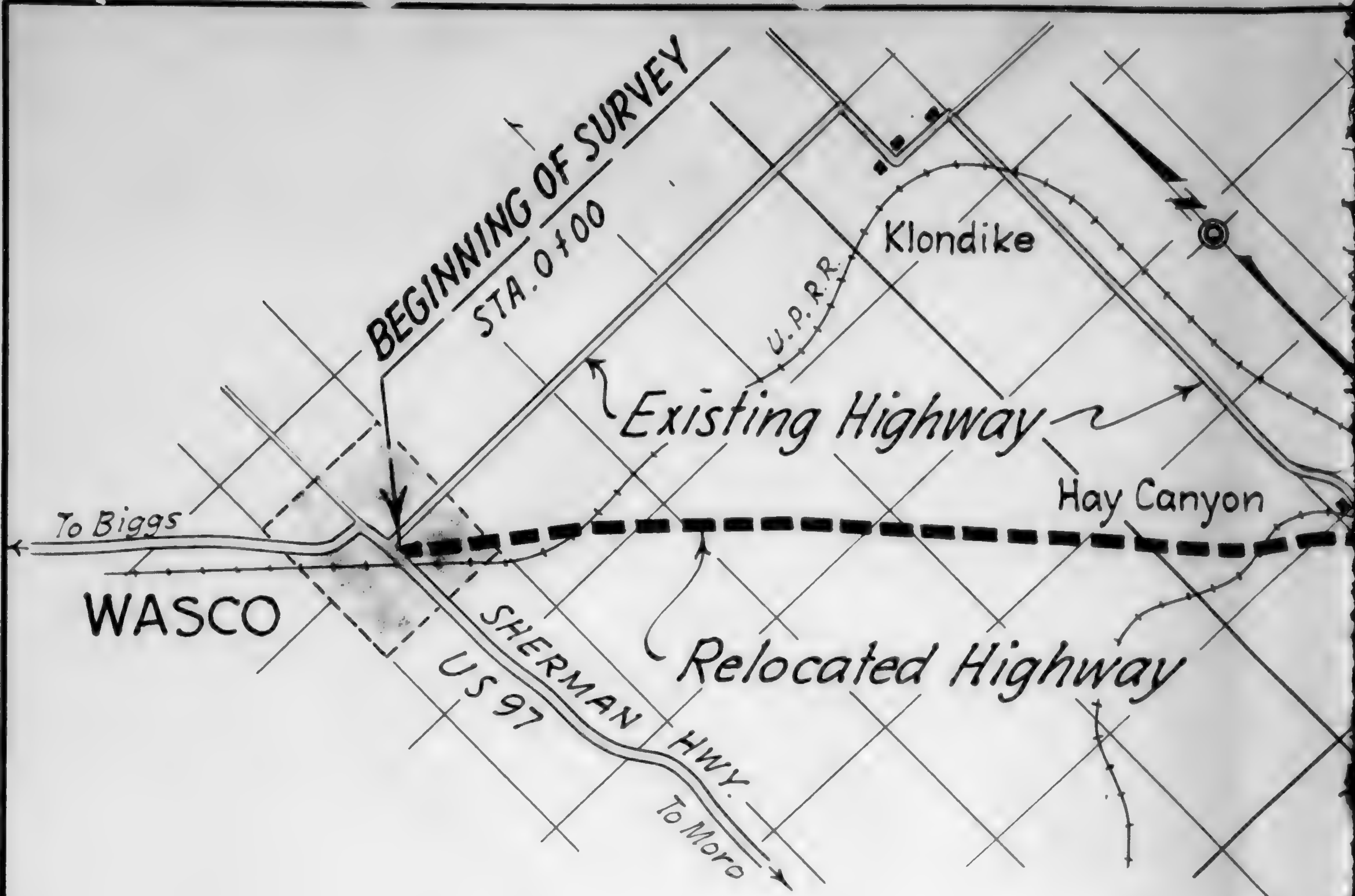
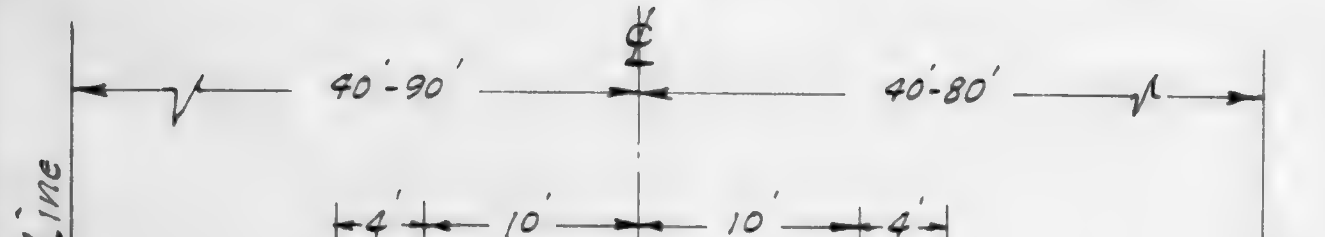
NOV - 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER


BEGINNING OF SURVEY
STA. 0+00
Klondike
U.P.R.R.
Existing Highway
Hay Canyon
To Biggs
WASCO
SHERMAN HWY.
US 97
Relocated Highway
To Moro


40'-90'
℄
40'-80'
4'
10'
10'
4'
R/W Line
R/W Line

TYPICAL SECTION

OREGON ST

S

WASCO-

WASC

S

Scale: 1" = 1

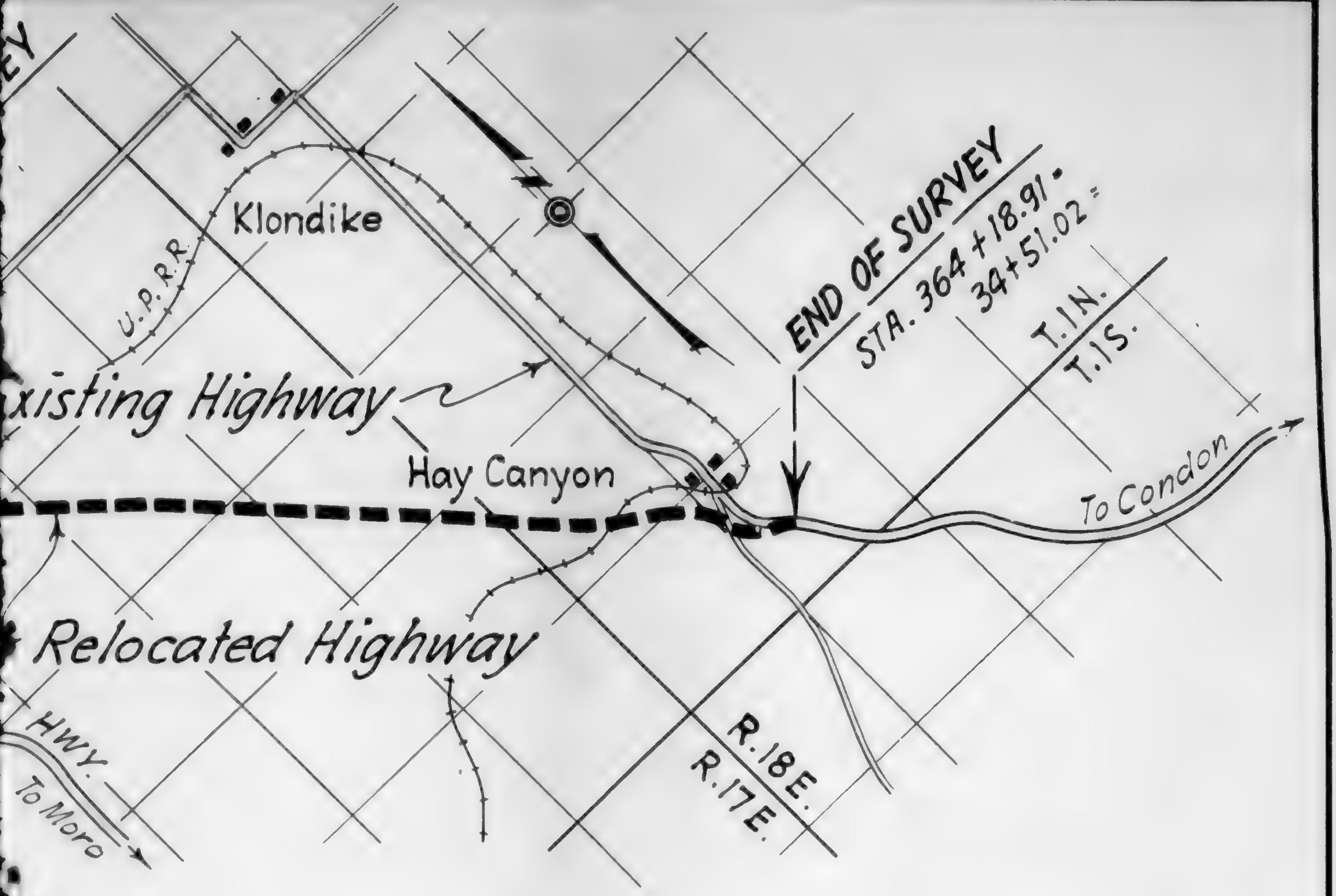
D

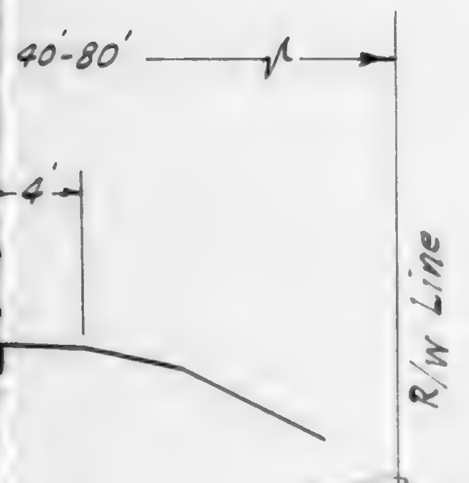
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 11-6-58 For details see

1R-5-1214


EY
Klondike
U.P.R.R.
xisting Highway
Hay Canyon
Relocated Highway
HWY.
To Moro
END OF SURVEY
STA. 364+18.91 =
34+51.02 =
T.1N.
T.1S.
To Condon
R.18E.
R.17E.


40'-80'
4'
R/W Line

ON

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

WASCO-HAY CANYON SECTION

WASCO-HEPPNER HIGHWAY

SHERMAN COUNTY

Scale: 1" = 1 Mi. Nov., 1958

DRG. NO. 1R-5-1214

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-6-58

For details see Drg. No. 8B-11-11 and 8B-11-12, Oct., 1958

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R

OREGON S[illegible] DEPARTMENT
INTER[illegible]NCE

SUBJECT: Wasco-Hay Canyon Section
Wasco-Heppner Highway
Sherman County

To: Mr. Tom Edwards
Construction Engineer
Building

It is recommended that an authorization of $3450 be added to the subject project to provide for 27 acres of seeding at $50 and 12 acres of mulching at $175. These computations are based on a study of IBM sheets and cross-sections and all slopes designated as rock have been eliminated.

The remainder of this highway from Wasco to Condon has been seeded to control erosion and to assist in the control of weeds — important in this farming [illegible]. The majority of the subject project goes through wheat lands and the establishment of a grass cover will assist greatly in curbing the growth of weeds noxious to the adjoining farm lands. I am informed that this project is in the vicinity of Commissioner [illegible]'s farm.

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper
Mr. Dean Swift

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OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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3504

Salem, Oregon
July 1, 1958

Wasco-Hay Canyon

Mr. Tom Edwards
Construction Engineer
Department

Please complete the survey for the Wasco-Hay Canyon Section in the immediate future and submit to me maps for approval of the survey and authority to acquire right of way for the Highway Commission.

While this assignment does not carry an "immediate" completion, it should be taken care of in the reasonably near future.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

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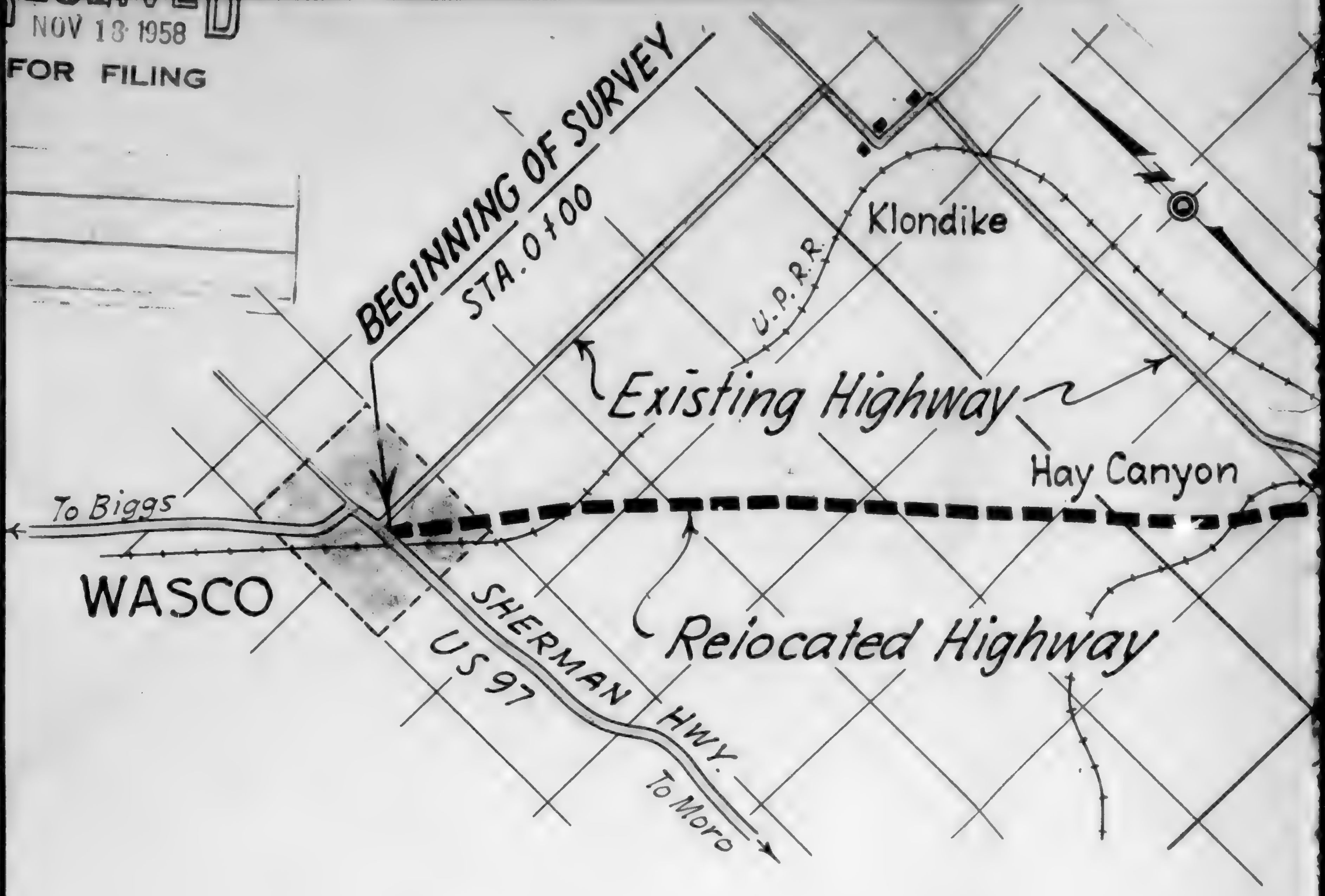

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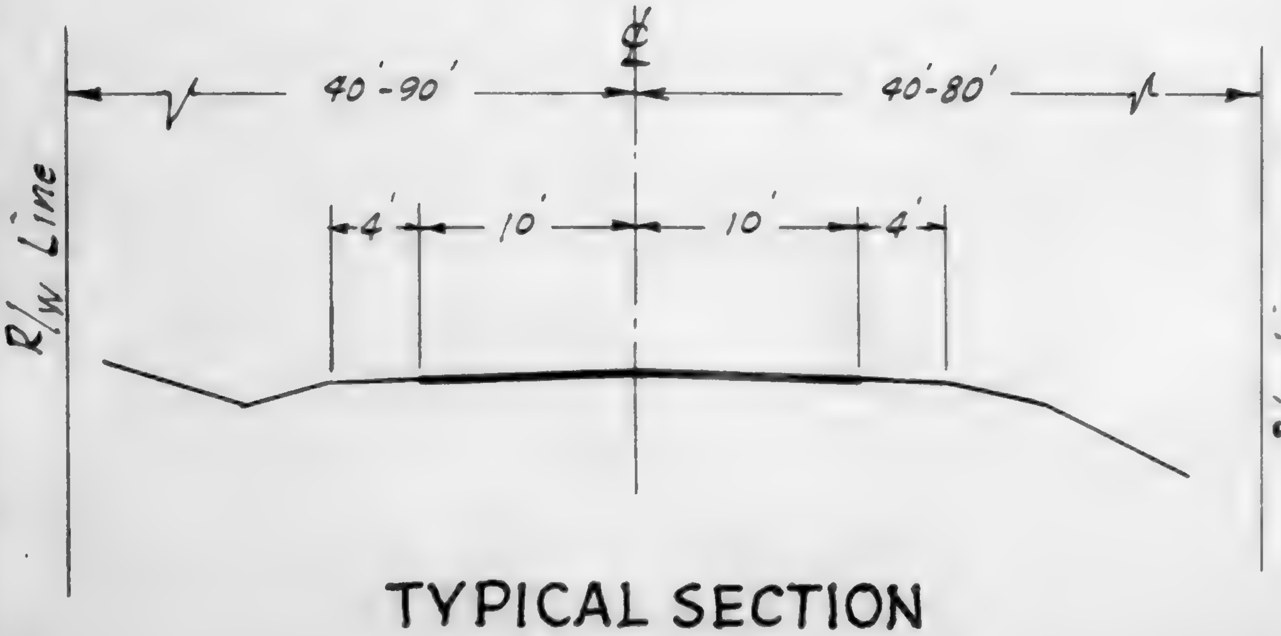

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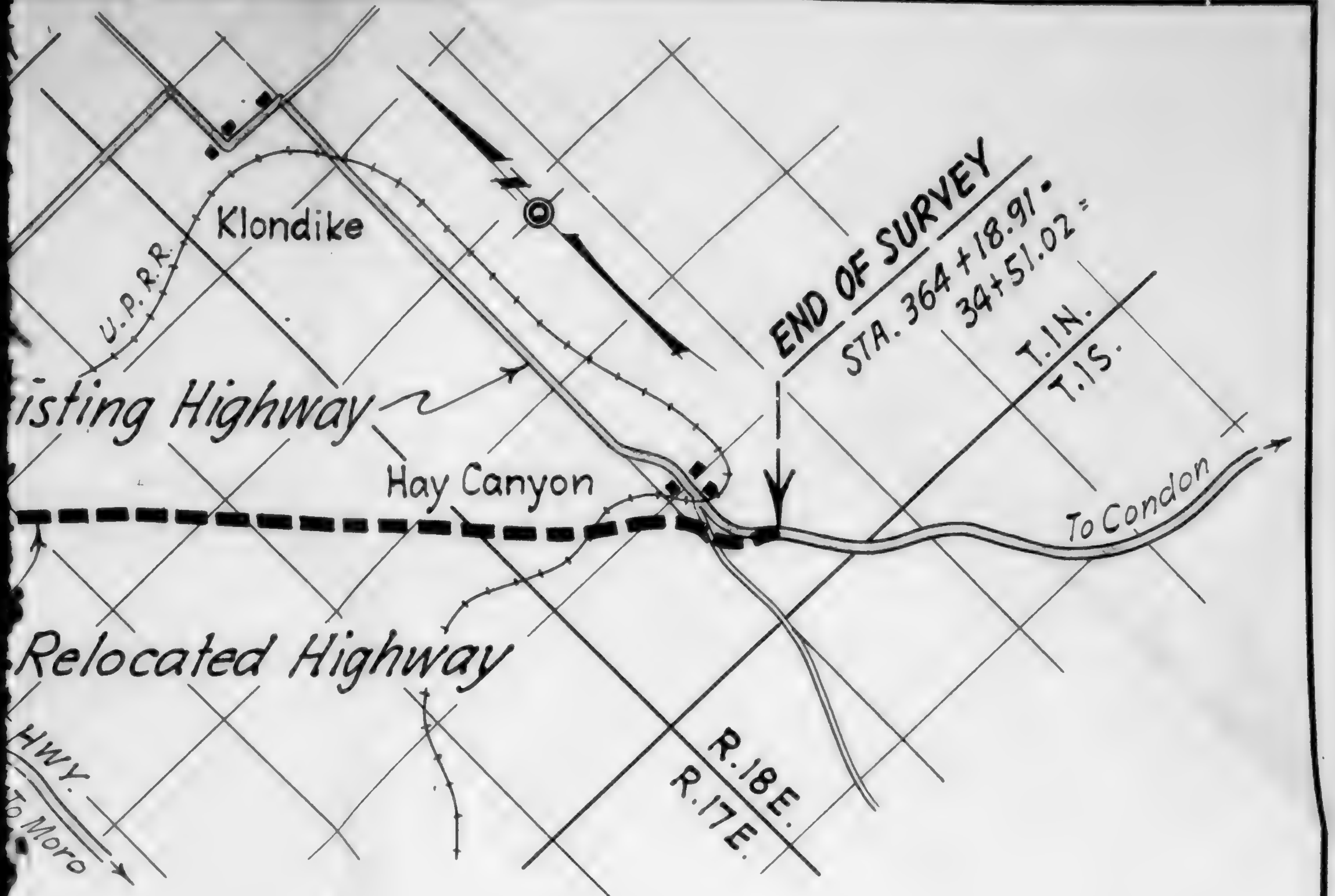
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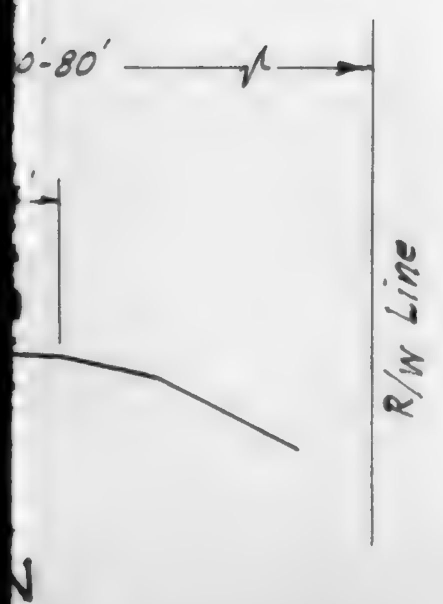

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WASCO-HAY CANYON SECTION

WASCO-HEPPNER HIGHWAY

SHERMAN COUNTY

Scale: 1" = 1 Mi. Nov., 1958

DRG. NO. 1R-5-1214

For details see Drg. No. 8B-11-11 and 8B-11-12, Oct., 1958

RECEIVED
JUN 13 1958
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June 12, 1958

Mr. John M. DeMoss
Moro, Oregon

Dear Mr. DeMoss:

Thank you for sending me the May 16 copy of the Sherman County Journal, in which reference is made to the proposed construction of the northerly end of the Wasco-Heppner Highway. The matter is being studied and surveys are being made at the present time so that data can be presented to the Highway Commission with respect to the adoption of a route.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:me

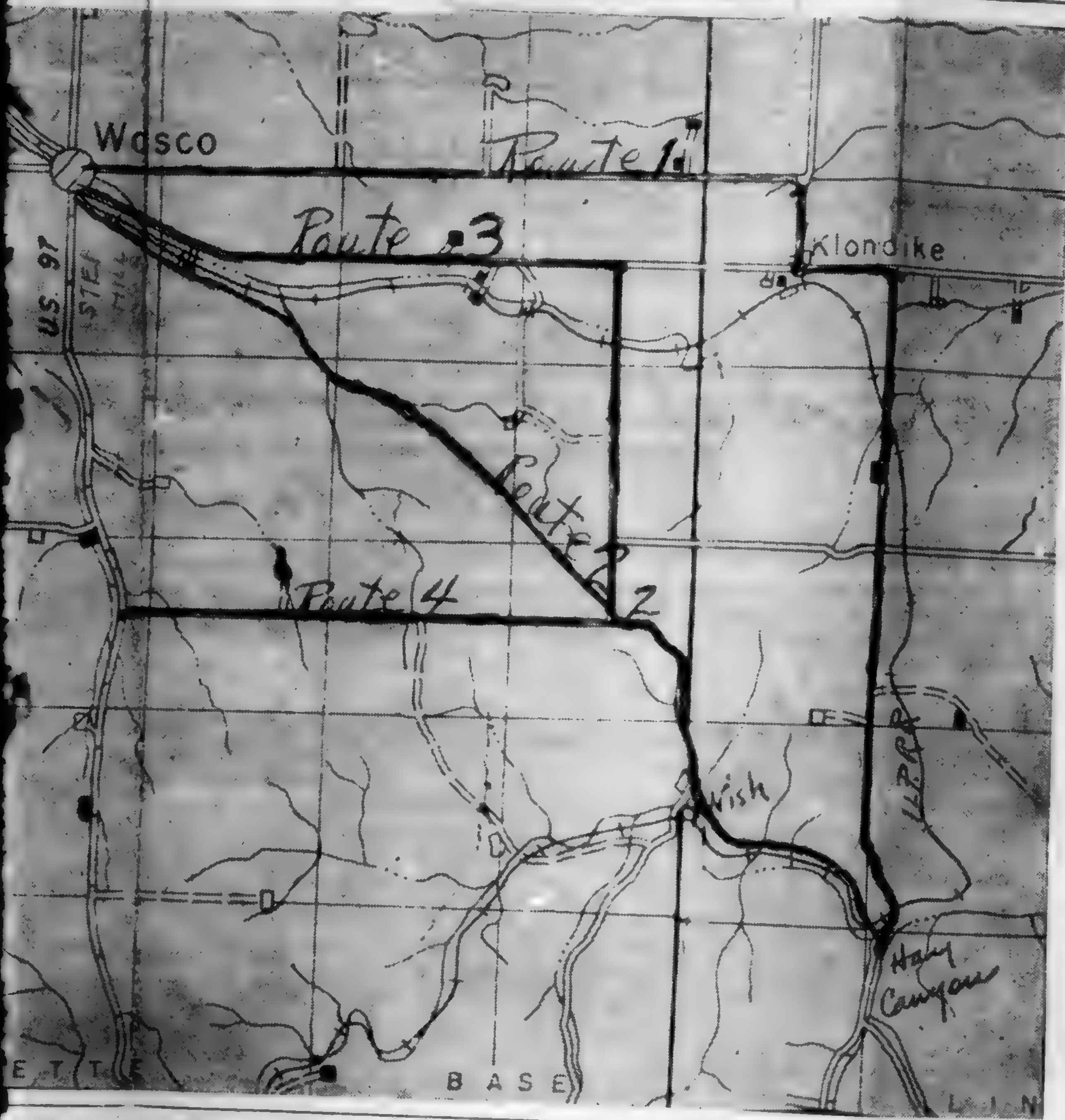
Mr Forrest Cooper
Dear Forrest; am not sure you or the head one who was up here in '55 has got see this issue of the Paper, was over the new construction between here and Condon and you are doing a good job, it will be a great boon to the interrior, Number one would do the county the most good, but as the article under says State would not go for the long rt. Have talked to several and #4 is the best, as the Wasco HILL could be bypassed later, on a water grade, Truck travel is increasing on 97.
Yours truly- John M DeMoss

County Journal

Oregon Friday May 16, 1958

County Official Paper

RECEIVED
JUN 4 1958
OREGON
STATE HIGHWAY COMMISSION



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Recreation Group Planning Sites

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The first two place winners will be eligible for the state meet to be held at Springfield and Sherman will send four boys, Gene Fridley, Dave Reid, Charles Bothwell and Keith Hockman placing in different events.

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DeMoss Park Repair

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Sherman County J

No. 28 Moro, Oregon Friday May 16, 1958

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MINISTER CHOSEN FATHER OF THE YEAR

C. Paul Moore Sr. of Athena was honored this week as Oregon FATHER OF THE YEAR for 1958 at the Oregon Cattlemen's association convention in Ontario, and presented an engraved desk trophy and custom-wrapped half of beef by the Cow Belles, auxiliary of the association. Moore, who is the father of seven sons, has served as pastor of the First Christian church of Athena for the past 21 years.

Glen McLachlan Buried Wednesday

Glen McLachlan died at Heppner Sunday, May 11 after a short illness caused from a heart attack. Funeral services were held at Heppner, Wednesday at 10 a. m. and interment was made in Parklawn cemetery in The Dalles at 3 p. m. that afternoon.

Glen was born near Moro, September 3, 1907 and was a resident here until recent years. He served in the army at Vancouver, Wash. He married Leona Payne who survives.

Other survivors are a daughter, Mrs. Tom Sullivan of VanNuys, Cal., a son, Darrel of Heppner, four grandsons and one grand daughter. his mother, Mrs. Mollie McLachlan of Moro, two brothers, Wendell of Boise and Roland of Moro, two sisters, Mrs. H. G. Harrington of Eugene and Mrs. A. W. Chamness of Madras.

Mr. McLachlan, although in poor health in recent years, was a regular visitor in Moro and only last winter worked for the

Equalization Men Mull Complaints Of Taxpayers

The county board of equilization met Monday morning with a docket full of protests from citizens who came to argue against higher valuations placed on their buildings for the most part. The board stayed in session until after six o'clock and heard all the taxpayers who appeared that day. Those who wish to protest have until Friday to do so.

The board will meet again next Tuesday and at that time it is expected some decision regarding the equilization of individual parcels of property and the equalization between different classes of property.

Grade School Bands To Play Today

The bands of grade schools at Rufus, Wasco, Moro and Grass Valley will appear in concert on the grounds at the Rufus school May 16 at 7:00 p. m. according to Lynn Teadtke, leader and instructor.

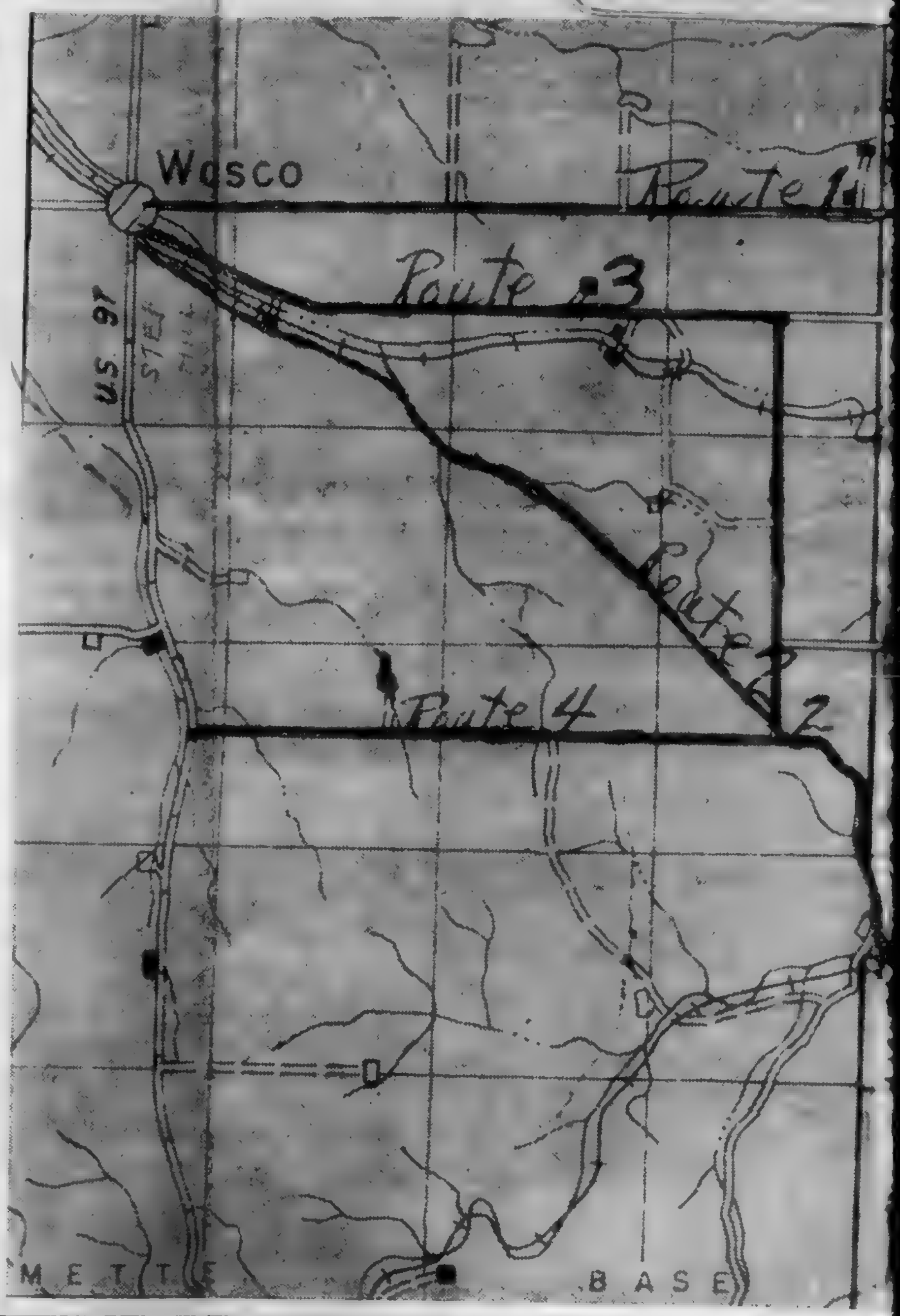
Each band will play several numbers and at the end all 135 of the young musicians will join for a massed concert, playing several numbers. The bands will hold rehearsal in the afternoon. An admission charge of 75 to 25 cents will be charged.

John DeMoss Heads Oregon Club

John DeMoss is president of the Oregon State club of Phoenix, Arizona having been elected at the meeting of the three year old club for Oregonians who spend a part of the year in the southern city. Elbert DeMoss is head of entertainment, Donald DeMoss is his assistant. There are a number of chairmen for various club activities.

The club meets the first Sunday of each month from October to May and Oregonians spending the winter there are invited to join.

FARM PRICES LOWER



Hay Canyon-Wasco End of 206 Causing Delay Because of Route Argument

The accompanying map shows the routes being discussed for the location of the western end of state highway 206 from Hay Canyon to Wasco. At the highway commission meeting in Portland Friday a delegation from the counties of Grant, Wheeler, Gilliam and Sherman appeared to ask for continued contracting for improvement of still uncompleted sections of the road. Although money is available for some construction it seems probable that it will be spent in some place where there is no controversy about right of way.

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STATE HIGHWAY COMMISSION

Moro, Oregon Friday May 16, 1958 County Official Paper

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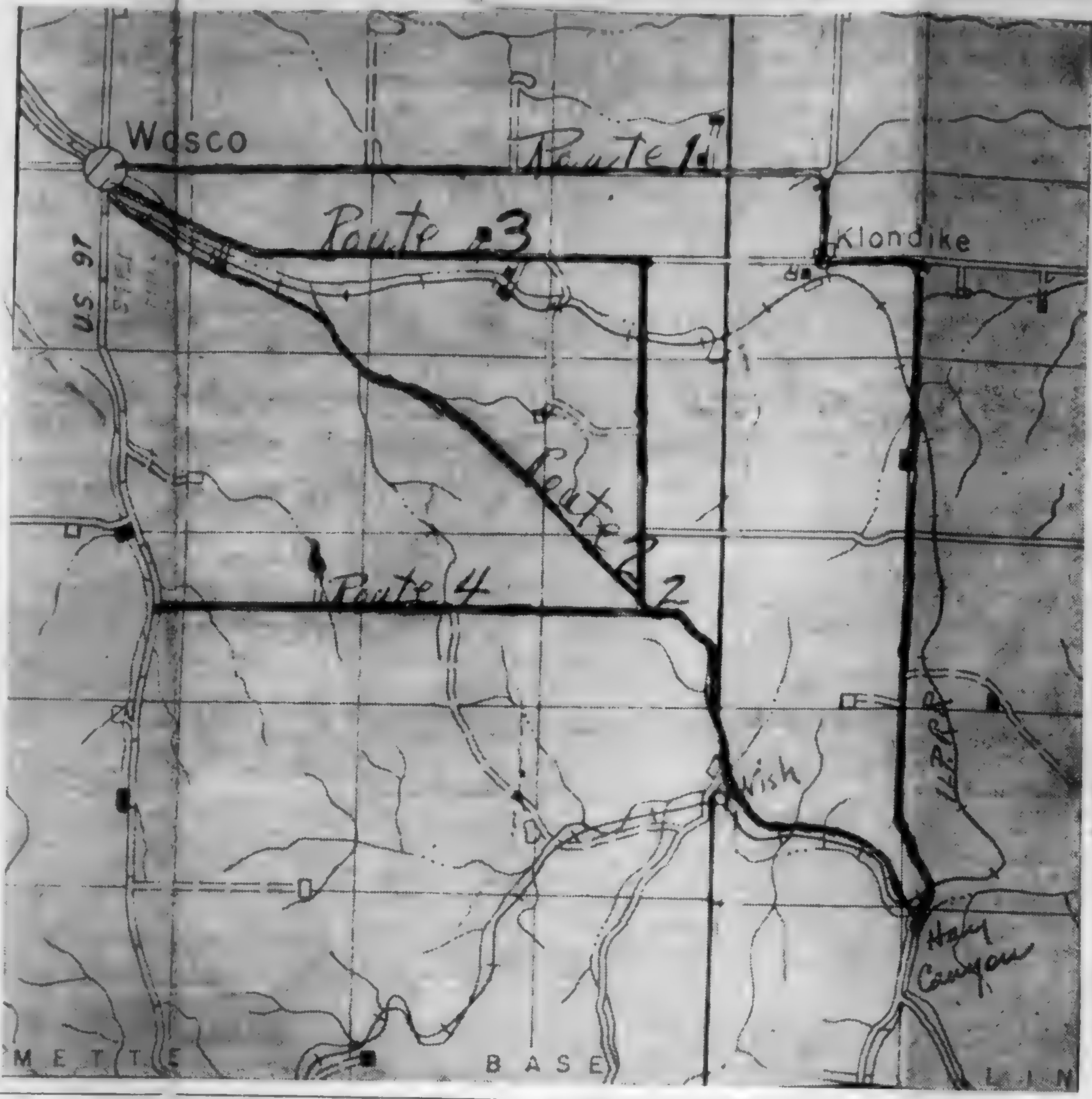

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Cost $40,000 Per Mile

Cost of construction for such secondary roads is about $40,000 per mile although heavy rock work or grades may increase that figure. On that basis the cost of the Klondike road would be $340,000.

Route 2, as marked on the map, approximates the location recently surveyed by the highway commission in an effort to find a shorter way to Wasco. It goes up Grass Valley canyon to Nish, up the draw northwest and across the fields to Wasco. The actual route is probably farther west than marked as it goes down the draw where the Vic Smith house stands. Cost of right of way would be heavy because it goes through some very good farm land and owners are not anxious to have their fields cut up. It is approximately six miles long and construction would cost $240,000.

Route 3 is a compromise. It would go straight north from the head of Nish draw to the present road west of Klondike and straight into Wasco. It is a little over seven miles long and would cost $280,000.

Route 4 would run straight west from the head of Nish draw and hit Highway 97 just south of L. P. Haven's home. It would be five miles long and cost $200,000.

One argument for the longer route is that the county would get more paved road at state cost. That argument is not expected to appeal to the state highway commission which is duty bound to build roads on a different basis.

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About 3.7 million bushels of grain were exported in April, down slightly from the 4 million bushels shipped out in March, and down substantially from the 7.9 million bushels exported a year ago at the same time.

Wheat received in Portland was up from 3.6 million bushels in March to 4.3 million bushels in March, but totals on oats and rye were down slightly.

Portland grain arrivals included 490 carlots of grain from points east of the Rocky mountains. These shipments were wheat from Montanaa and Iowa, corn from Iowa, Minnesota and South Dakota, milo from Kansas and Colorado and rye from Wisconsin.

At the Astoria office, 489,409 bushels of incoming wheat were inspected; 83,466 bushels were inspected at the Pendleton branch. The Merrill office totalled 23 inspections during April.

Frost Hits Gardens Monday Night

Frost blighted tender plants in gardens as far north as Moro Monday night lathough not severely. Not all plants were killed. Since then the nights have been warmer, a little above 32 degrees and the gardeners are without assurance that another freeze will come. The date of last freezing is May 10.

There was a little rain Sunday and a lot of wind, enough to make it doubtful if any moisture remained at the end of the day.

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What makes a scientist and how can young people know if they have the "makings?"

Scientists are made from curiosity, energy, and education, says Dr. F. A. Gilfillan, dean of science at Oregon State college.

Young people have the makings of scientists if they have an interest, a curiosity that wants to know the "how" and "why" of things, and if they're willing to prepare themselves through study and hard work, he continues.

"The best way to find out if you have the makings is to enroll in science classes early in junior and senior high school and learn about this vast world of science and its wonderful opportunities," he advises.

Is science "to tough" for most students?

No! Fear of science on the part of students today in America is a pet peeve with Gilfillan. This fear that science is too hard or too time consuming is keeping vast numbers of able American youth out of science classes and careers, he insists.

The overwhelming majority of students should be able to pass and enjoy science studies, he says and some will find "new worlds opened to them."

What kind of education is needed for a scientist?

The ideal, of course, is learning "something about everything and everything about something" Gilfillan points out, and the education of the scientist ought to approach this ideal as far as possible.

"The scientist has to be both a specialist and a broadly educated man—a man sharpened to a point," according to Gilfillan.

ELECTION DAY

Although registered voters are more numerous than last year there are no races exciting enough to cause a large vote in Sherman county and election day is expected to be very quiet. A vote of 75 per cent is about normal.

emetery Association

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Clarence Higley and Louis Sather spent the first of the week planning the work to be done and workers will be given the kind of work they like.

No Field Day On Farm Schedule

A general field day will not be held at the Sherman branch experiment station this year. A county tour of the station can be arranged if their is interest to see some of the current trials underway. Station Superintendent, Bill Hall, indicates interest items include cheatgrass control on trashy fallow by chemicals, late plowing and minimum tillage plots, combined 2,4-D and fertilizer applications and annual cropping with wheat, oats and barley. If enough farmers are interested a tour will be arranged. Please let us know if interested.

Sherman Riders Plan Coming Program

The Sherman County Riders met at the home of Mr. and Mrs. John Hilderbrand, Monday evening, May 5. The major topic under discussion was the many details concerning the MCSCA major horse show to be held June 8 at the Sherman county fairgrounds. Plans were also laid to have a horse parade at 6:30 p. m. on the mainstreet of Moro, with a dance this same evening under the sponsorship of the West Wind Saddle club Saturday June 7.

Refreshments were served to the club members by the hostess. The next meeting will be held at the home of F. L. Watkins, May 26.

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Hav Canyon-Wasco End of 206 Causing Delav Because of Route Argument

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Grant county's Judge O. D. Dickson, said his county wanted all the road improved because Grant county's product—cattle—went to market by truck. Wheeler and Gilliam county's delegation also expressed interest and Gilliam farmers from Ajax butte often haul wheat to Hay Canyon. That part of the road will be pretty well done by harvest if the strike does not last too long.

There has long been an argument about the route the road shoud take from Hay Canyon to Wasco. The original plan was to go by way of Klondike which entails climbing the hill out of Hay canyon. The highway commission has been surveying other routes. The Klondike route (Route 1) is about 8½ miles long.

Cost $40,000 Per Mile

Cost of construction for such secondary roads is about $40,000 per mile although heavy rock work or grades may increase that figure. On that basis the cost of the Klondike road would be $340,000.

Route 2, as marked on the map, approximates the location recently surveyed by the highway commission in an effort to find a shorter way to Wasco. It goes up Grass Valley canyon to Nish, up the draw northwest and across the fields to Wasco. The actual route is probably farther west than marked as it goes down the draw where the Vic Smith house stands. Cost of right of way would be heavy because it goes through some very good farm land and owners are not anxious to have their fields cut up. It is approximately six miles long and construction would cost $240,000.

Route 3 is a compromise. It would go straight north from the head of Nish draw to the present road west of Klondike and straight into Wasco. It is a little over seven miles long and would cost $280,000.

Route 4 would run straight west from the head of Nish draw and hit Highway 97 just south of L. P. Haven's home. It would be five miles long and cost $200,000.

One argument for the longer route is that the county would get more paved road at state cost. That argument is not expected to appeal to the state highway commission which is duty bound to build roads on a different basis.

There are no major bars to the construction of any of the routes from an engineering standpoint. The right of way for all but but Route 2 is now in county road.

Route 4 would get traffic on Highway 206 onto a main highway more quickly than any of the others. If the state highway commission should decide that the Wasco hill was too great a bar to successful highway construction and built Highway 97 up the draw from the Rich place to Haven's users of Highway 206 would be better served by Route 4.

It is very likely that the decision about the route will have to be made locally and that the county court will make the decision. It is also likely that the court will be guided by opinions of interested citizens.

More Grain Coming To Oregon Now

Incoming grain to Oregon terminals during April was up from the March totals; however, this April total—5,787,165 bushels—is about 3 million bushels lower than April, 1957. This information comes from the state department of agriculture's division of grain inspection.

About 3.7 million bushels of grain were exported in April, down slightly from the 4 million bushels shipped out in March, and down substantially from the 7.9 million bushels exported a year ago at the same time.

Wheat received in Portland was up from 3.6 million bushels in March to 4.3 million bushels in March, but totals on oats and rye were down slightly.

Portland grain arrivals included 490 carlots of grain from points east of the Rocky mountains. These shipments were wheat from Montanaa and Iowa, corn from Iowa, Minnesota and South Dakota, milo from Kansas and Colorado and rye from Wisconsin.

At the Astoria office, 489,409 bushels of incoming wheat were inspected; 83,466 bushels were inspected at the Pendleton branch. The Merrill office totalled 23 inspections during April.

Frost Hits Gardens Monday Night

Frost blighted tender plants in gardens as far north as Moro Monday night lathough not severely. Not all plants were killed. Since then the nights have been warmer, a little above 32 degrees and the gardeners are without assurance that another freeze will come. The date of last freezing is May 10.

There was a little rain Sunday and a lot of wind, enough to make it doubtful if any moisture remained at the end of the day.

Recreation Group Planning Sites

Dr. Frank Reid and Stan Coelsch, members of the Sherman County club recreation committee attended a meeting in The Dalles recently where plans were started to determine the recreational facilities to be built with the cooperation of the U. S. Engineers along the Columbia river.

Another [illegible] afternoon of this week with a large group of state and federal officials present to help the regional group.

The group is interested in fishing, boating, overnight camping and picnicking and in getting adequate facilities for them along the new margins of the river caused by The Dalles dam. Celilo, the mouth of the Deschutes and a spot near Biggs and perhaps Grant, are being considered as sites for recreational improvement.

Science Is Easy If Not Scared

What makes a scientist and how can young people know if they have the "makings?"

Scientists are made from curiosity, energy, and education, says Dr. F. A. Gilfillan, dean of science at Oregon State college.

Young people have the makings of scientists if they have an interest, a curiosity that wants to know the "how" and "why" of things, and if they're willing to prepare themselves through study and hard work, he continues.

"The best way to find out if you have the makings is to enroll in science classes early in junior and senior high school and learn about this vast world of science and its wonderful opportunities," he advises.

Is science "to tough" for most students?

No! Fear of science on the part of students today in America is a pet peeve with Gilfillan. This fear that science is too hard or too time consuming is keeping vast numbers of able American youth out of science classes and careers, he insists.

The overwhelming majority of students should be able to pass and enjoy science studies, he says and some will find "new worlds opened to them."

What kind of education is needed for a scientist?

The ideal, of course, is learning "something about everything and everything about something" Gilfillan points out, and the education of the scientist ought to approach this ideal as far as possible.

"The scientist has to be both a specialist and a broadly educated man—a man sharpened to a point," according to Gilfillan.

ELECTION DAY

Although registered voters are more numerous than last year there are no races exciting enough to cause a large vote in Sherman county and election day is expected to be very quiet. A vote of 75 per cent is about normal.

etery Association

The Wasco Cemetery association held its annual meeting early this month and elected John Q. Robinson as chairman and reelected Hildred Zell, secretary. Board members Walt Bruckert and Raymond Van Gilder will serve two years and Earl Richelderfer and Zell three year terms.

Reports of officers showed the pump paid for at a cost of near $2500 and the building for it will be completed by Memorial day." There is nearly $18,000 in the endowment fund and $500 in cash. Two work days were set. They will be May 22 and 23 with the women serving a potluck dinner on the 23rd to those who come to help put in a new north-south road through the cemetery and do such other work as is needed.

DeMoss Park Repair Men To Be Fed

Those who volunteer their labor next Monday, May 19, to work at DeMoss park will be bouteously fed by women of the Harlandview Grange Home Ec club who will bring lunch for the men.

The project is one for the granges of the county and the Historical society with the county furnishing the materials. Workers should bring tools. Some will need paint brushes, some shovels and some saws for there is fence to build, buildings to paint and trees to trim.

Clarence Higley and Louis Sather spent the first of the week planning the work to be done and workers will be given the kind of work they like.

No Field Day On Farm Schedule

A general field day will not be held at the Sherman branch experiment station this year. A county tour of the station can be arranged if their is interest to see some of the current trials underway. Station Superintendent, Bill Hall, indicates interest items include cheatgrass control on trashy fallow by chemicals, late plowing and minimum tillage plots, combined 2,4-D and fertilizer applications and annual cropping with wheat, oats and barley. If enough farmers are interested a tour will be arranged. Please let us know if interested.

Sherman Riders Plan Coming Program

The Sherman County Riders met at the home of Mr. and Mrs. John Hilderbrand, Monday evening, May 5. The major topic under discussion was the many details concerning the MCSCA major horse show to be held June 8 at the Sherman county fairgrounds. Plans were also laid to have a horse parade at 6:30 p. m. on the mainstreet of Moro, with a dance this same evening under the sponsorship of the West Wind Saddle club Saturday June 7.

Refreshments were served to the club members by the hostess. The next meeting will be held at the home of F. L. Watkins, May 26.

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May 21, 1958

Hon. T. Lester Johnson,
Mayor, City of Wasco
Wasco, Oregon

Dear Mr. Johnson:

I presented to the State Highway Commission at its last meeting your letter of April 29, 1958, in which you request immediate improvement of the Hay Canyon-Wasco section of Highway 206. The Commission appreciates the need for this improvement and has it in mind to construct it in the not too distant future when details of the project can be ironed out. You will be interested to know that the Commission at its meeting in October, 1957, adopted a program for 1960 funds including $200,000 for the improvement that you have in mind.

The Commission has not as yet approved the taking of bids for this work and presently I do not know when that will be done. Anyway, you will be glad to know that the Commission has the project in mind.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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May 19, 1958

Mr. Giles L. French, Editor
Sherman County Journal
Moro, Oregon

Dear Giles:

Thanks for the newspaper article with reference to the alternate routes between Hay Canyon and Wasco.

Route No. 3 is a new one to me and has not been considered by this Department. I presume it is being offered as a compromise route between Routes Nos. 1 and 2. The Highway Department does and has for many years favored Route No. 2.

I am hopeful that this matter may be resolved at an early date so that construction can be started this year.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

Sherman County Journal *Of, By & For Sherman Countians* Moro, Oregon

GILES L. FRENCH, EDITOR

May 16, 1958

NOTED
W. C. WILLIAMS

Mr. W.C. Williams
State Highway Engineer
Salem, Oregon

Dear Dutch,

Enclosed herewith is a story from my favorite newspaper regarding the routes from Hay Canyon to Wasco on Highway 206 about which some discussion was had at the latest meeting of the commission--and a lot more suppressed, I may say.

I know that you have maps and surveys and that this will be startling news to you, but you may be interested.

My personal prefreence is for Route 4 which is shortest, less rocky and joins the highways quicker than any other route.

Very truly

Giles French

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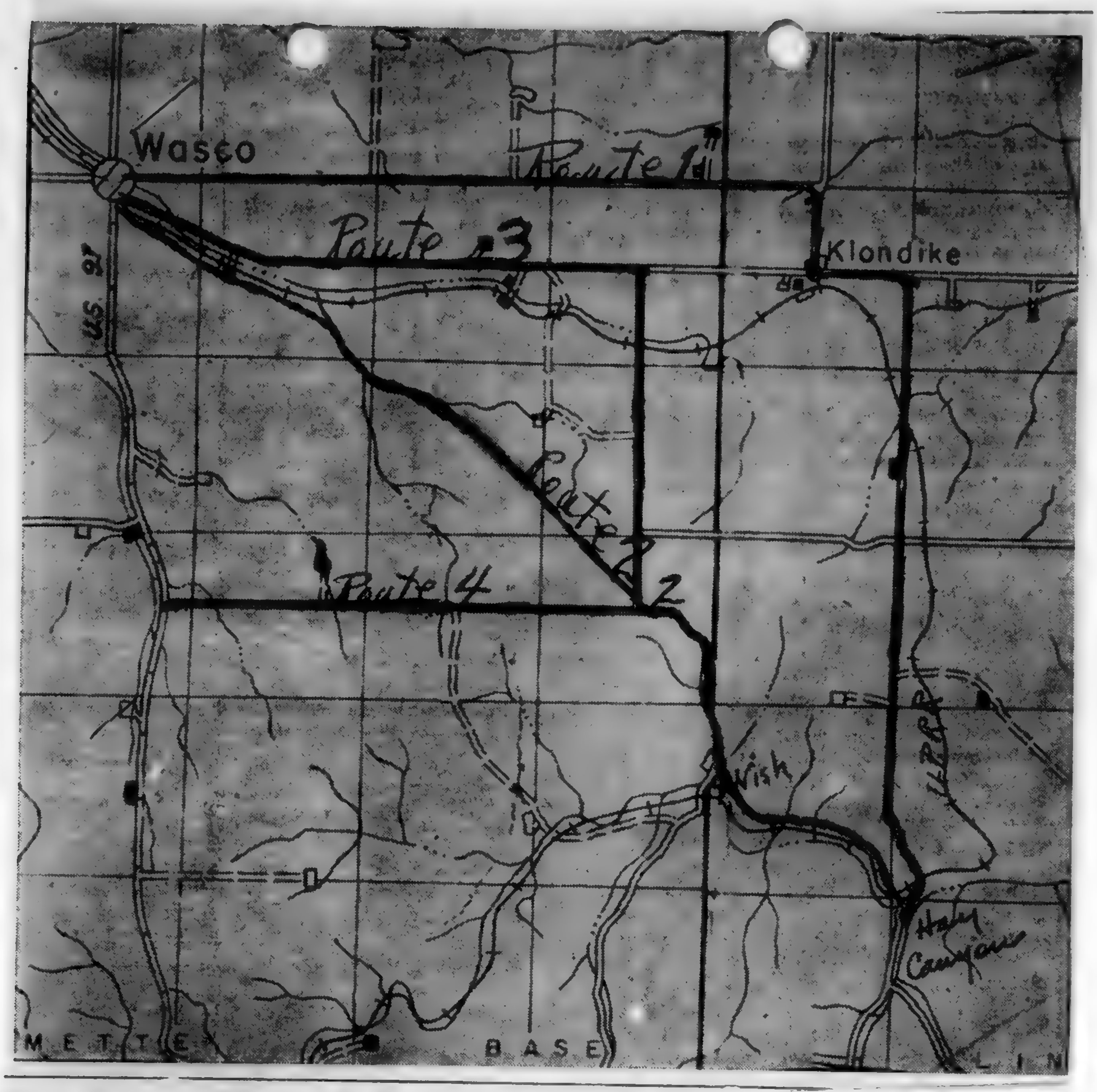

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It is very likely that the decision about the route will have to be made locally and that the county court will make the decision. It is also likely that the court will be guided by opinions of interested citizens.

FORM [illegible]

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1958

SUBJECT: Windshield Reconnaissance
of the so-called "Klondike Route"
Wasco-Hay Canyon Section
Wasco-Heppner Highway

To:

Mr. Tom Edwards
Construction Engineer
Office

Pursuant to instructions received, I have made a windshield type reconnaissance of the above named route.

This route follows the existing highway with the exception of the alignment revisions as shown on the attached map. The existing highway commences at First and Clark Streets in Wasco, running east approximately four miles, turning through a right angle, continuing south for a half mile to Klondike, thence turning through a right angle again to continue east for a half mile, turning through another right angle to continue to the south for approximately four miles to Hay Canyon. The majority of the route has a badly rolling grade with the last half mile being on a 10 to 12% grade, with winding alignment.

This estimate is based upon improving the grade line by lowering the crest verticals and filling across the sags from Wasco to Point "B" on the attached map with a line revision for the mile immediately preceding Point "B". From Point "B" to "C" alternates are shown. Alternate 2 following the existing alignment necessitating two crossings of the Oregon-Washington Railroad and Navigation Company railroad, with Alternate 1 paralleling the railroad to eliminate these two crossings at grade. You will note that this can be done for an estimated additional $11,000.

From approximately Point "C" to Point "D", we have abandoned any attempt to follow the existing alignment due to the afore mentioned 10 to 12% gradient. We are able, by following the railroad, to develop down a canyon on a 5 to 6% grade with satisfactory horizontal alignment.

Total costs are shown in a box and unit costs are shown also in additional boxes upon the map. Also accompanying this report is a table of pertinent data and supporting estimates.

Also shown in the heavy dotted line is the reconnaissance route as investigated by Mr. Waller. Two things about Mr. Waller's route and the estimate of this route should be pointed out. The route as investigated by Mr. Waller left Wasco northerly of Point "A", separating with the railroad about one mile east of Wasco. We have revamped his estimate to cover this change as shown on the attached map. Further, we have brought up to date the unit prices on Mr. Waller's reconnaissance. Finally, due to the fact that Mr. Waller's reconnaissance was made in 1940 using a 26 foot roadbed, in lieu of the 34 foot roadbed which present day standards demand, we have applied the same 40% engineering and contingencies to his route as applied to our route.

Victor D. Wolfe
Assistant Chief Locating Engineer

VDW:fp

Attachments

PHYSICAL CHARACTERISTICS

WASCO - HAY CANYON SECTION
WASCO - HEPPNER HIGHWAY
SHERMAN COUNTY

	Existing Highway	Waller's Line	Recon Line Alternate 1*	Recon Line Alternate 2**
Length, Miles	9.23	6.90	9.61	9.63
Approximate Total Central Angle	500°	430°	505°	455°
Maximum Central Angle, 1 Curve	127°	127°	129°	129°
Approximate Number of Curves	12	11	11	10
Maximum Degree Curve	56°±	10°	10°	10°
Number Maximum Curves	3	1	1	1
Maximum Gradient	10%+	6%	5%+	5%+
Length Maximum Gradient, Sta.	19	15	50	50
Approximate Rise and Fall, Feet	1300	870	950	1050
Approximate Summit Elevation		1660'	1610'	1640'
Grading & Oiling		$575,000	$662,500	$657,000
Structures		~~67,000~~	34,000	34,000
Right of Way		40,000	32,500	27,000
Estimated Construction Cost		$615,000 ~~$682,000~~	$729,000	$718,000

* No Railroad Grade Crossings

** Two Railroad Grade Crossings

362.70 Sta.

WASCO - HAY CANYON SECTION
WASCO - HAPPNER HIGHWAY
SHERMAN COUNTY

WINDSHIELD ESTIMATE (WALLER'S LINE)

LENGTH 6.90 MILES

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%		100%	LumpSum	$ 5,000
2. General Excavation including Haul	Cu.Yd.	203,600	51,400	255,000	$ 0.50	127,500
3. Rounding Cutbanks	Lin.Ft.	12,000	3,000	15,000	0.20	3,000
4. Finish Roadbed & Slopes	Mile	6.81		6.81	750.00	5,100
5. Drainage	Mile	6.81		6.81	5,000.00	34,000
6. Bottom Course Base	Ton	76,892	19,108	96,000	1.30	124,800
7. Leveling Course	Ton	15,233	3,767	19,000	1.40	26,600
8. Sprinkling	M-Gal	1,342	338	1,680	3.00	5,040
9. Preparation of Base	Mile	6.81		6.81	300.00	2,040
10. Aggregate in Binder	Ton	1,197	303	1,500	2.00	3,000
11. Emulsified Asphalt	Ton	210	50	260	50.00	13,000
12. 150-200 Asphalt	Ton	276	74	350	45.00	15,750
13. Aggregate in Oil Mat	Ton	6,529	1,631	8,160	2.20	17,950
14. Metal Sight Posts	Each	160	40	200	3.00	600
15. Metal Guard Rail	Lin.Ft.	7,200	1,800	9,000	3.00	27,000

Subtotal		$410,380
Engineering & Contingencies (40%±)		164,620
Subtotal Construction Items		575,000
Right of Way Costs	LumpSum	40,000
Estimated Construction Cost		$615,000

Sheet 1 of 4 Sheets

WASCO - HAY CANYON SECTION
WASCO - HEPPNER HIGHWAY
SHERMAN COUNTY

WINDSHIELD ESTIMATE A - B

Length 5.59 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%		100%	LumpSum	$ 1,750
2. General Excavation including Haul	Cu.Yd.	65,900	16,600	82,500	$ 0.50	41,250
3. Rounding Cutbanks	Lin.Ft.	3,900	1,100	5,000	0.20	1,000
4. Finish Roadbed & Slopes	Mile	5.59		5.59	750.00	4,190
5. Drainage	Mile	5.59		5.59	2,000.00	11,180
6. Bottom Course Base	Ton	62,540	15,460	78,000	1.40	109,200
7. Leveling Course	Ton	12,390	3,110	15,500	1.50	23,250
8. Sprinkling	M-Gal	1,092	308	1,400	3.00	4,200
9. Preparation of Base	Mile	5.59		5.59	300.00	1,680
10. Aggregate in Binder	Ton	974	226	1,200	2.10	2,520
11. Emulsified Asphalt	Ton	171	39	210	50.00	10,500
12. 150-200 Asphalt	Ton	224	56	280	45.00	12,600
13. Aggregate in Oil Mat	Ton	5,310	1,330	6,640	2.30	15,270
14. Metal Sight Posts	Each	148	37	185	3.00	560

Subtotal		$239,150
Engineering & Contingencies (40%±)		96,850
Subtotal Construction Items		336,000
Right of Way Costs	LumpSum	13,000
Estimated Construction Cost		$349,000

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WASCO - HAY CANYON SECTION
WASCO - HEPPNER HIGHWAY
SHERMAN COUNTY

WINDSHIELD ESTIMATE B - C (1)

Length 1.52 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%		100%	LumpSum	$ 300
2. General Excavation including Haul	Cu.Yd.	32,000	8,000	40,000	$ 0.50	20,000
3. Rounding Cutbanks	Lin.Ft.	1,200	300	1,500	0.20	300
4. Finish Roadbed & Slopes	Mile	1.52		1.52	750.00	1,140
5. Drainage	Mile	1.52		1.52	2,000.00	3,040
6. Bottom Course Base	Ton	16,960	4,240	21,200	1.40	29,680
7. Leveling Course	Ton	3,360	840	4,200	1.50	6,300
8. Sprinkling	M-Gal	296	74	370	3.00	1,110
9. Preparation of Base	Mile	1.52		1.52	300.00	460
10. Aggregate in Binder	Ton	264	66	330	2.10	690
11. Emulsified Asphalt	Ton	46	14	60	50.00	3,000
12. 150-200 Asphalt	Ton	61	19	80	45.00	3,600
13. Aggregate in Oil Mat	Ton	1,440	360	1,800	2.30	4,140
14. Metal Sight Posts	Each	40	10	50	3.00	150

Subtotal		73,910
Engineering & Contingencies (40%±)		29,590
Subtotal Construction Items		103,500
Right of Way Costs	Lump Sum	7,500
Estimated Construction Cost		$111,000

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WASCO - HAY CANYON SECTION
WASCO - HEPPNER HIGHWAY
SHERMAN COUNTY

WINDSHIELD ESTIMATE B - C (2)

Length 1.54 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%		100%	LumpSum	$ 1,500.
2. General Excavation including Haul	Cu.Yd.	22,800	6,200	29,000	$ 0.50	14,500
3. Rounding Cutbanks	Lin.Ft.	600	150	750	0.20	150
4. Finish Roadbed & Slopes	Mile	1.54		1.54	750.00	1,155
5. Drainage	Mile	1.54		1.54	2,000.00	3,080
6. Bottom Course Base	Ton	17,172	4,298	21,470	1.40	30,060
7. Leveling Course	Ton	3,402	848	4,250	1.50	6,375
8. Sprinkling	M-Gal	300	80	380	3.00	1,140
9. Preparation of Base	Mile	1.54		1.54	300.00	460
10. Aggregate in Binder	Ton	267	63	330	2.10	690
11. Emulsified Asphalt	Ton	47	13	60	50.00	3,000
12. 150-200 Asphalt	Ton	62	18	80	45.00	3,600
13. Aggregate in Oil Mat	Ton	1,458	362	1,820	2.30	4,190
14. Metal Sight Posts	Each	40	10	50	3.00	150

Subtotal	70,050
Engineering & Contingencies (40%±)	27,950
Subtotal Construction Items	98,000
Right of Way Costs	2,000
Estimated Construction Cost	$100,000

Sh[illegible] 4 of 4 Sheets

132 Sta.

WASCO - HAY CANYON SECTION
WASCO - HEPPNER HIGHWAY
SHERMAN COUNTY

WINDSHIELD ESTIMATE C-D

Length 2.50 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%		100%	LumpSum	$ 2,500
2. General Excavation	Cu.Yd.	57,000	15,000	72,000	$ 0.50	36,000
3. Rounding Cutbanks	Lin.Ft.	8,000	2,000	10,000	0.20	2,000
4. Finish Roadbed & Slopes	Mile	2.50		2.50	750.00	1,875
5. Drainage & Stabilization	Mile	2.50		2.50	5,000.00	12,500
6. Bottom Course Base	Ton	27,984	6,996	34,980	1.40	48,970
7. Leveling Course	Ton	5,544	1,386	6,930	1.50	10,400
8. Sprinkling	M-Gal	488	122	610	3.00	1,830
9. Preparation of Base	Mile	2.50		2.50	300.00	750
10. Aggregate in Binder	Ton	436	114	550	2.10	1,160
11. Emulsified Asphalt	Ton	77	20	100	50.00	5,000
12. 150-200 Asphalt	Ton	100	25	125	45.00	5,625
13. Aggregate in Oil Mat	Ton	2,376	594	2,970	2.30	6,830
14. Metal Sight Posts	Each	48	12	60	3.00	180
15. Metal Guard Rail	Lin.Ft.	7,000	1,000	8,000	3.00	24,000

Subtotal	159,620
Engineering & Contingencies (40%±)	63,380
Subtotal Construction Items	223,000
Structure (Grass Valley Creek)	34,000
Right of Way Costs	12,000
Total Estimated Cost	$269,000

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SKETCH MAP

WASCO-HAY CANYON SECTION

WASCO-HEPPNER HIGHWAY

SHERMAN COUNTY

SCALE: 1" = ½ Mile MAY 1958

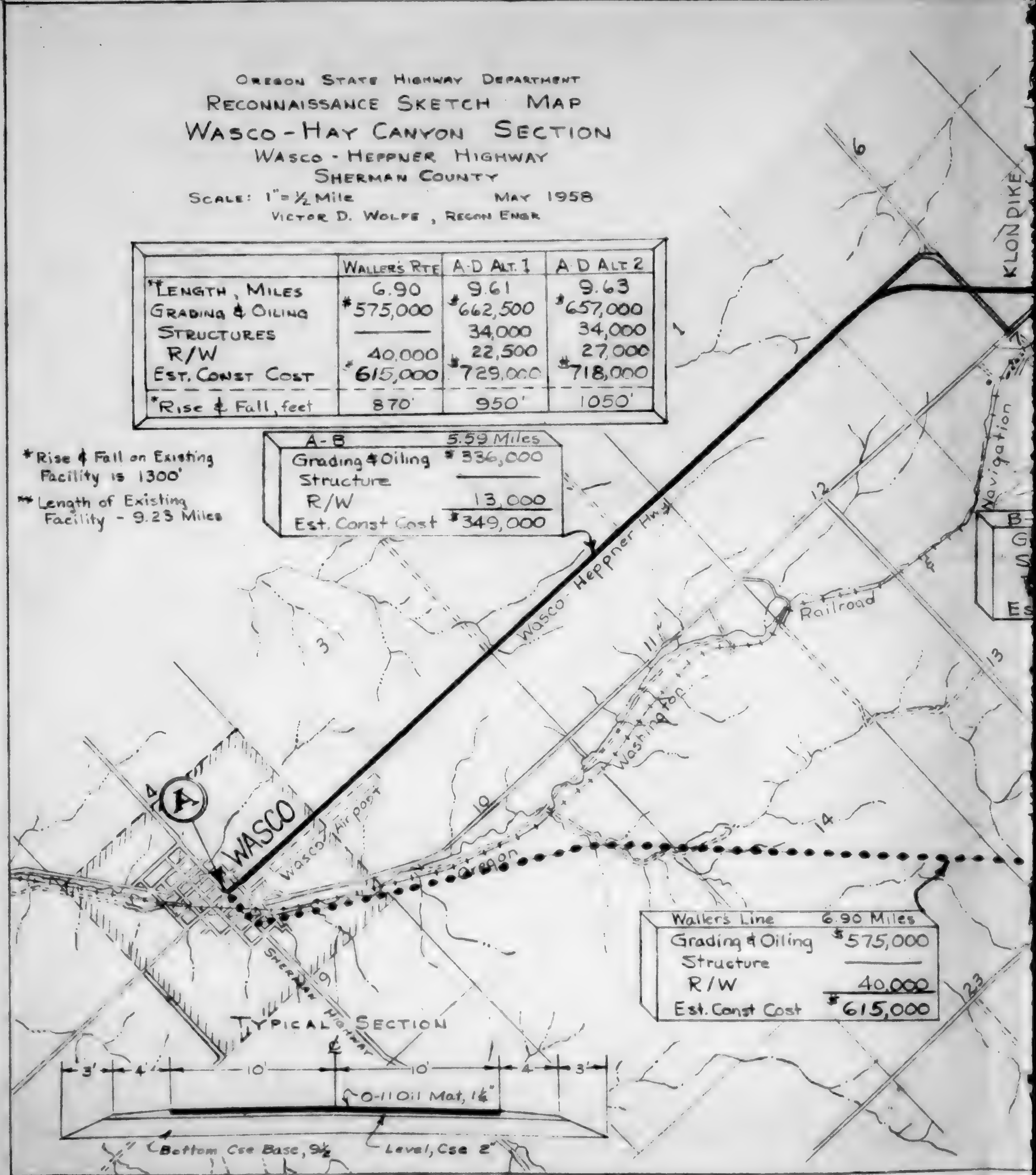
VICTOR D. WOLFE, RECON ENGR

	WALLER'S RTE	A-D ALT. 1	A-D ALT. 2
**LENGTH, MILES	6.90	9.61	9.63
GRADING & OILING	*575,000	$662,500	$657,000
STRUCTURES	———	34,000	34,000
R/W	40,000	22,500	27,000
EST. CONST COST	$615,000	$729,000	$718,000
*RISE & FALL, feet	870'	950'	1050'

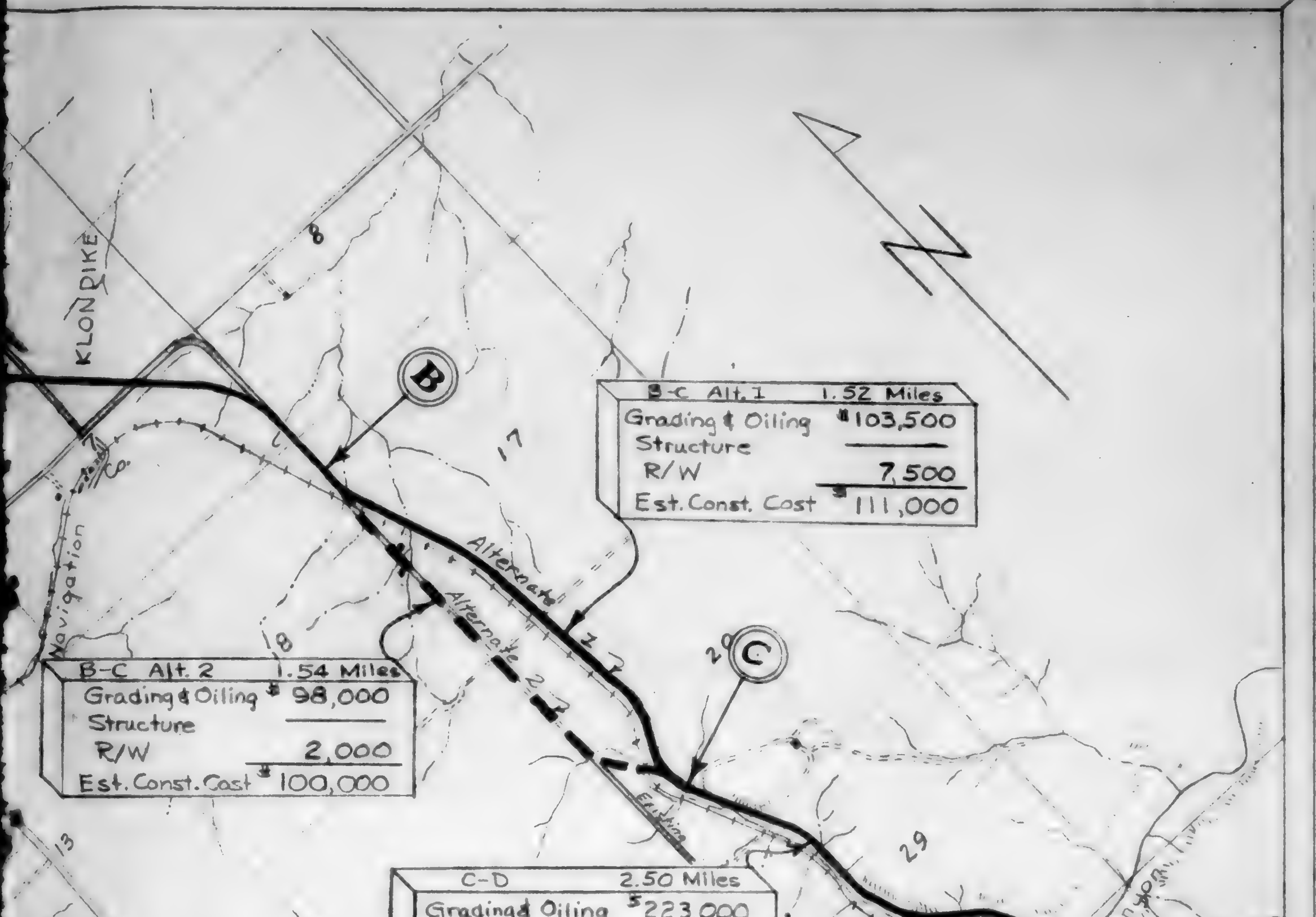
A-B	5.59 Miles
Grading & Oiling	$336,000
Structure	———
R/W	13,000
Est. Const Cost	$349,000

* Rise & Fall on Existing Facility is 1300'

** Length of Existing Facility - 9.23 Miles


6
KLONDIKE
1
Navigation
B-
G
S
Es
12
Wasco-Heppner Hwy
Railroad
3
11
13
Washington
A
WASCO
Wasco Airport
10
14
Oregon
9
Sherman Highway
23
TYPICAL SECTION
℄
3'
4'
10'
10'
4'
3'
O-11 Oil Mat, 1¼"
Bottom Cse Base, 9½
Level, Cse 2"

Waller's Line	6.90 Miles
Grading & Oiling	$575,000
Structure	———
R/W	40,000
Est. Const Cost	$615,000


KLONDIKE
Navigation Co.
B
C
D
Alternate 1
Alternate 2
Existing
Hwy
Valley
Canyon
Grass
Hay Canyon
Bull Canyon
Wasco-Heppner Hwy
8
17
18
20
29
13
24
23
25
30
31
32

B-C Alt. 1	1.52 Miles
Grading & Oiling	$103,500
Structure	——
R/W	7,500
Est. Const. Cost	$111,000

B-C Alt. 2	1.54 Miles
Grading & Oiling	$ 98,000
Structure	——
R/W	2,000
Est. Const. Cost	$ 100,000

C-D	2.50 Miles
Grading & Oiling	$223,000
Structure	34,000
R/W	12,000
Est. Const. Cost	$ 269,000

May 1, 1958

Hon. T. Lester Johnson, Mayor
City of Wasco
Wasco, Oregon

Dear Mayor Johnson:

Just received is your letter of April 29, 1958 in which you call to the attention of the State Highway Commission the condition of State Highway No. 206 between Hay Canyon and the city of Wasco; also in which you ask the Commission to construct a black top surface on this section.

I shall be pleased to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer at the earliest opportunity. You will be informed as to the action that the Commission takes on the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: Commissioners
W. C. Williams

agenda 5/8/58

City of Wasco

Wasco, Oregon

AGENDA
MAY 8 1958
4 l
4l

April 29, 1958.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

The Council of the City of Wasco wishes to call your attention to the bad state of repair of State Highway No. 206 between Hay Canyon and the City. There have been two wrecks on this highway since the first of this year caused by this condition, one involving a school bus. These accidents involved single vehicles and were caused by the rough condition of the road surface. Due to the heavy travel on this road the Council thinks that this segment should be black topped.

Very truly yours,

City of Wasco

By T. Lester Johnson

T. Lester Johnson,
Mayor.

200,000 in program for 1960 [illegible] 4 + 0
9.2 miles

RECEIVED
MAY 1 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

5H

RECEIVED

FOR FILING

8-49(7)

5504

4-25-58

ADDENDUM "A"
LOCATION PROSPECTUS, WASCO-HAY CANYON SECTION, WASCO-HEPPNER HIGHWAY, SHERMAN COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section:

Paragraphs 1 through 5: Correct as per original prospectus.

Paragraph 6: Change last sentence to read -

> "The new facility will reduce the overall length by 2.33 miles."

Paragraphs 7 through 10: Correct as per original prospectus.

Attachment: Remove and substitute therefor the attachment to this addendum.

April 25, 1958

Attachment

cc
W. C. Williams
Forrest Cooper
G. S. Paxson ✓
Tom Edwards
A. F. Parson
H. S. Coulter
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

NOTED
G. S. PAXSON

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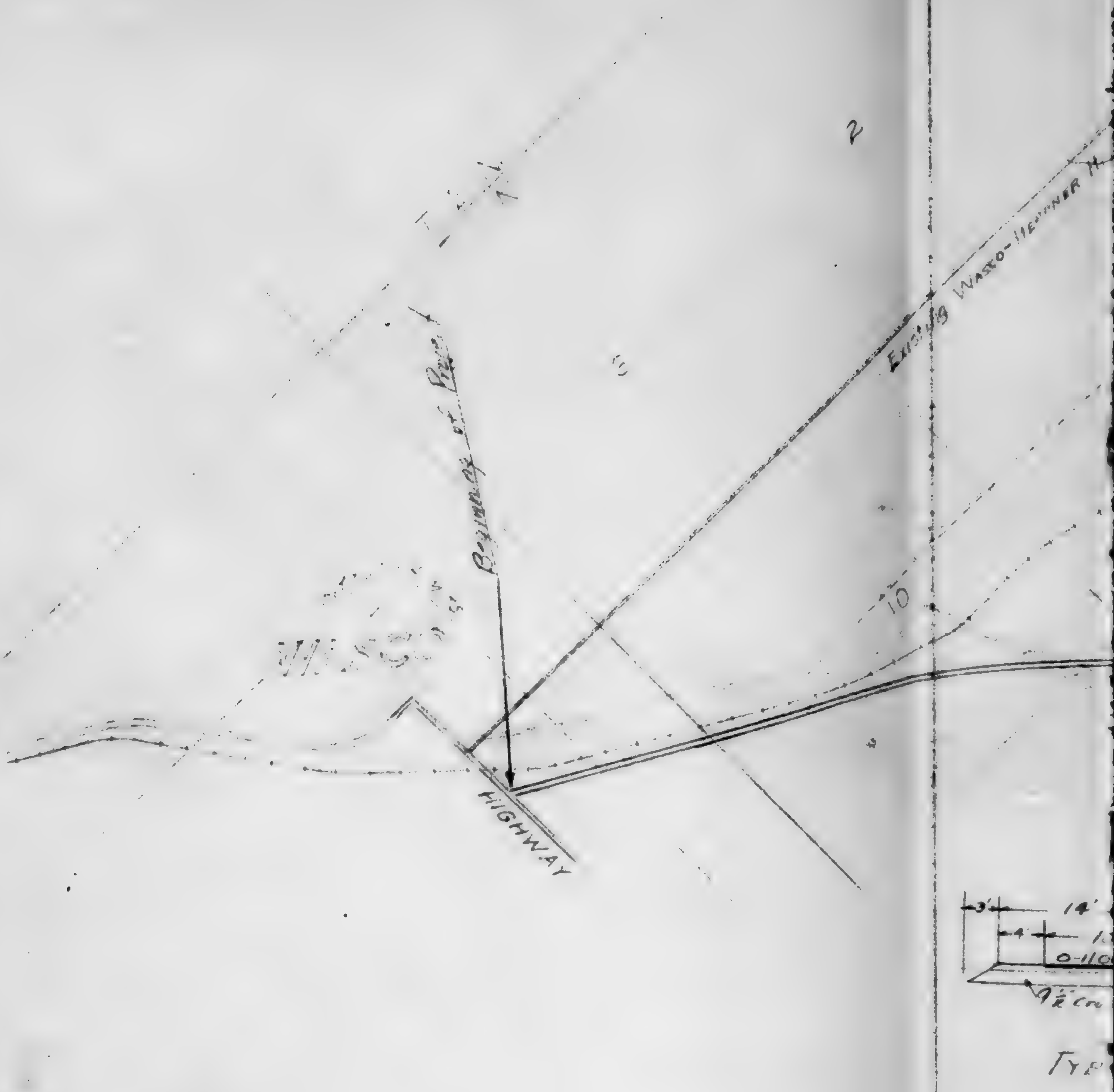
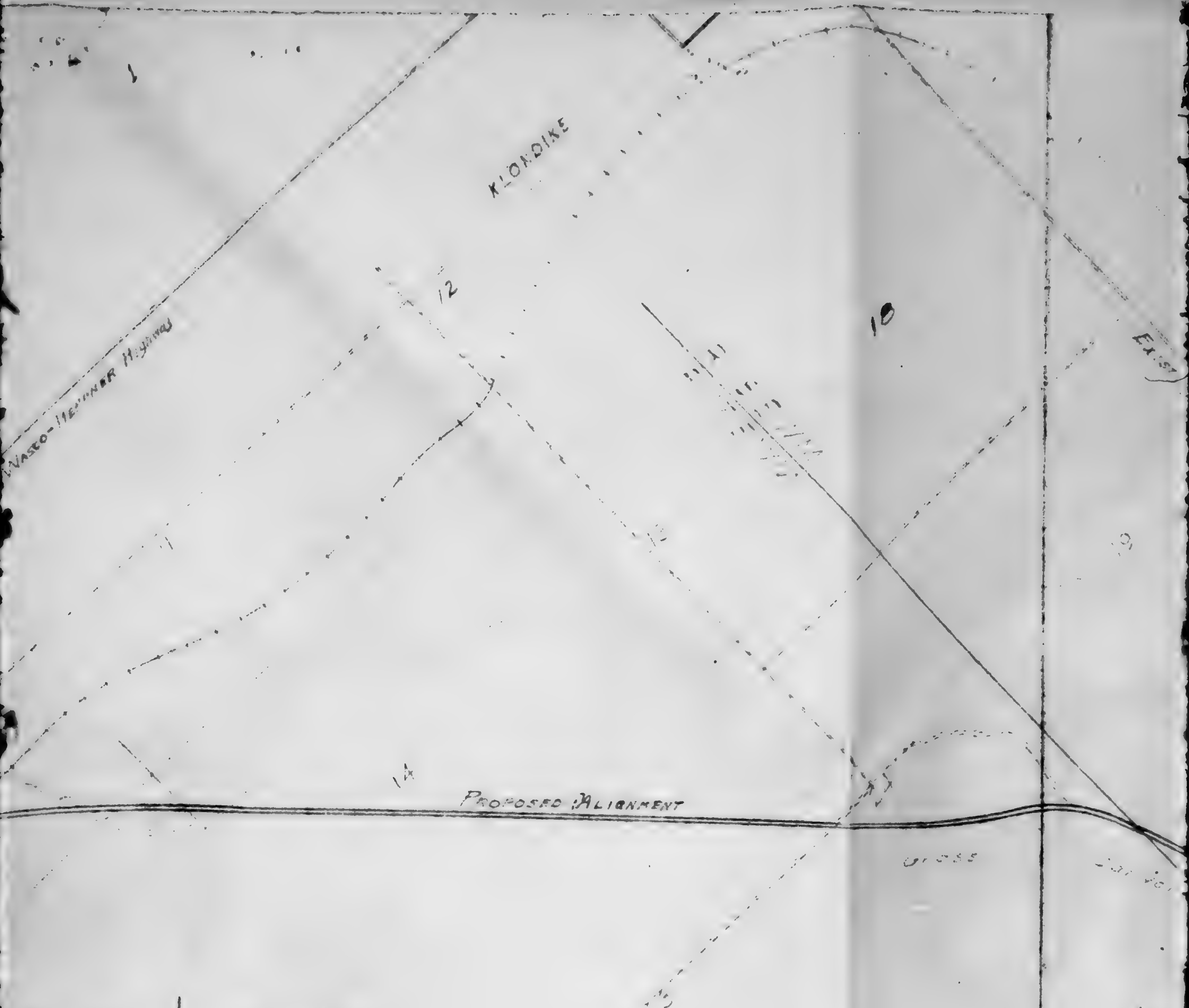
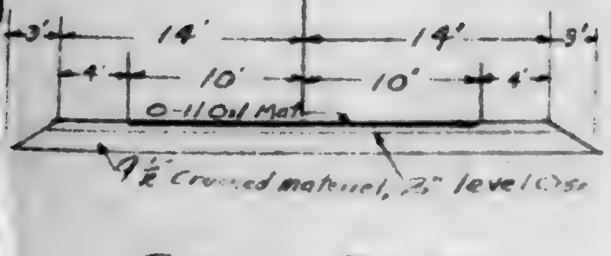
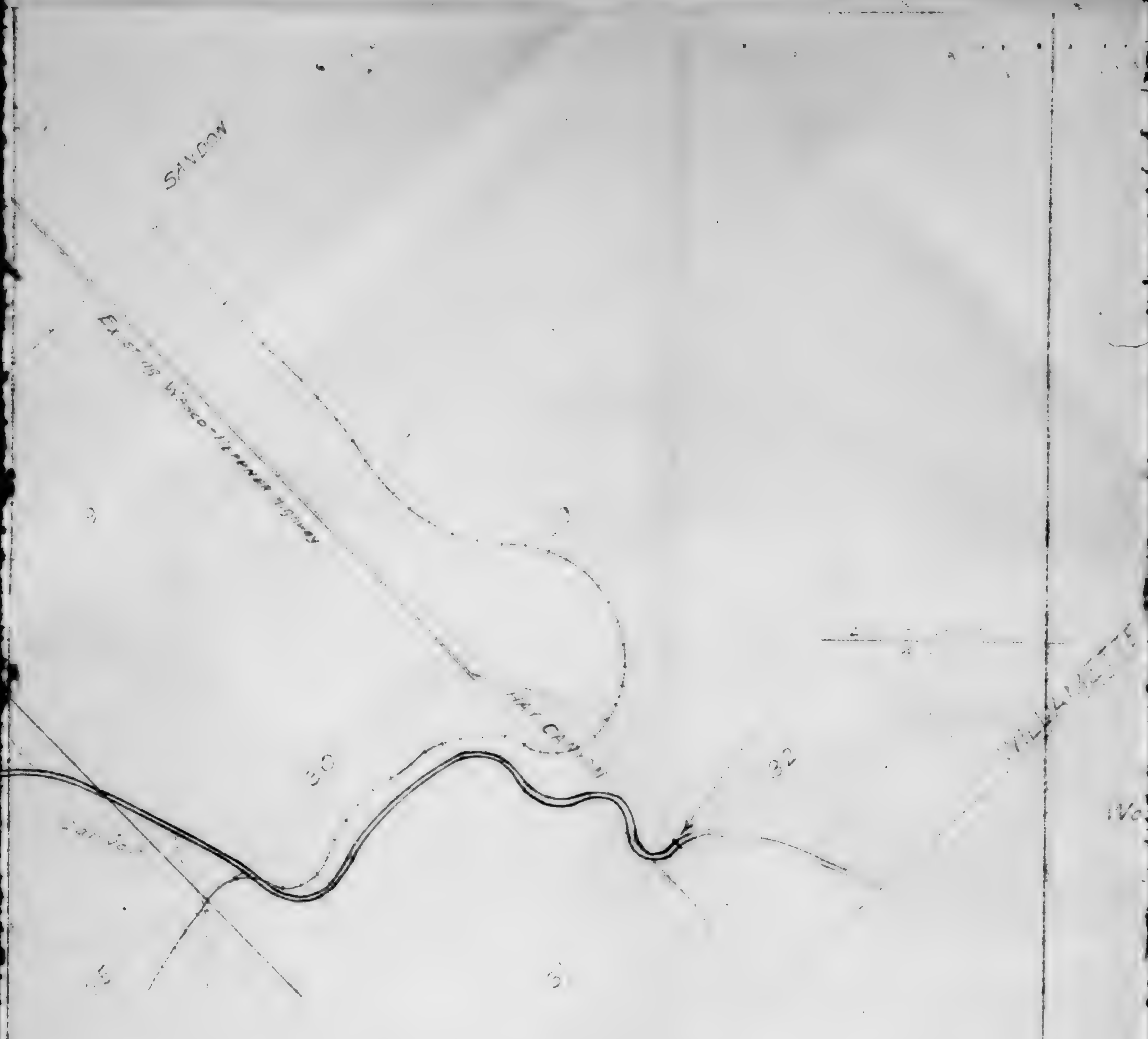
APR 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

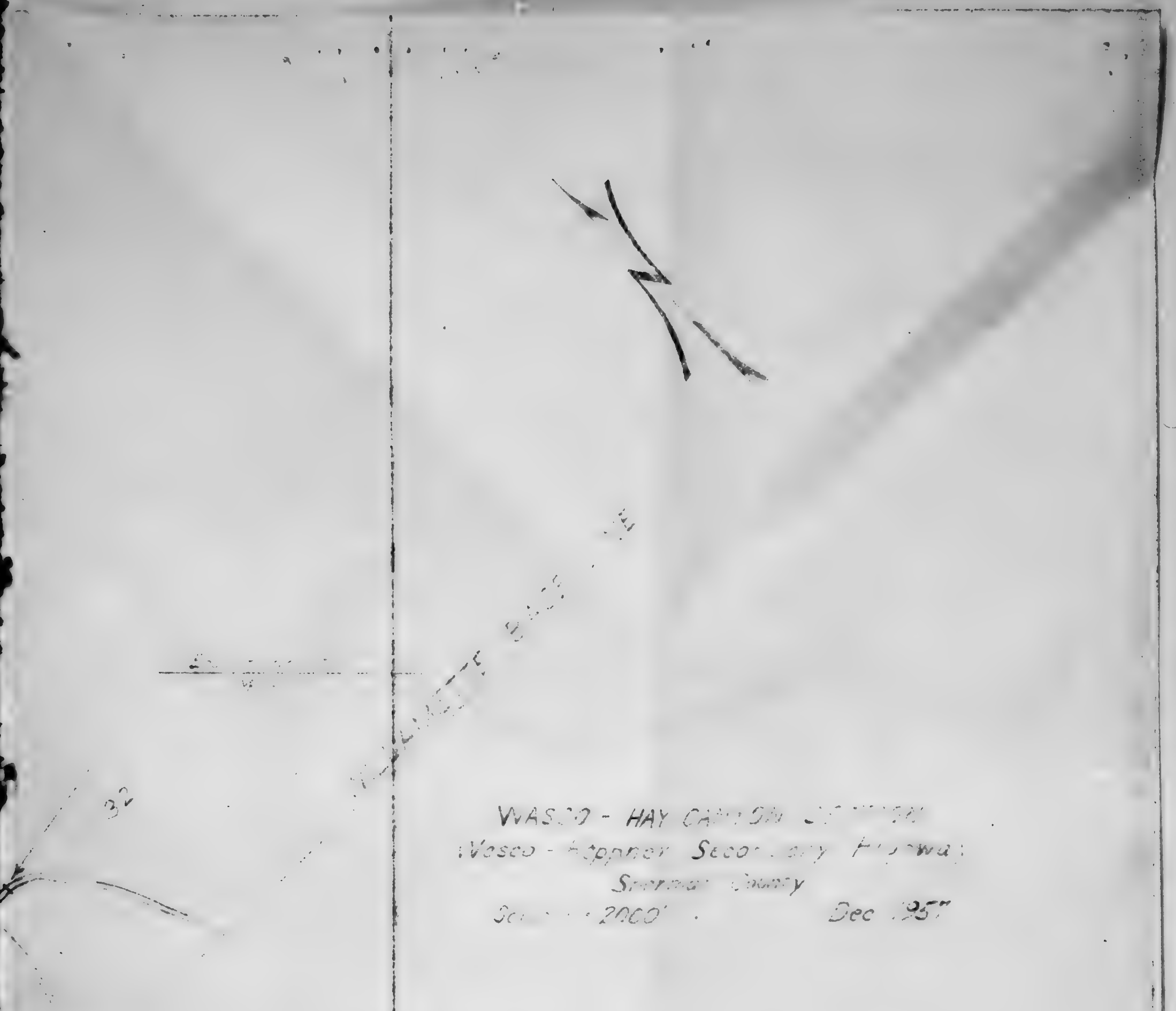

2
3
10
Beginning of Proj.
EXISTING WASCO-HEPPNER H
WASCO
HIGHWAY
3'
14'
4'
0-110
1½" Cr
TYP


KLONDIKE
12
10
Wasco-Heppner Highway
Exist
9
14
Proposed Alignment
15
16


3'
14'
14'
3'
4'
10'
10'
4'
0-11 Oil Mat
9½" Crushed material, 2" level course

TYPICAL SECTION


SANDON
Existing Wasco-Heppner Highway
HAY CANYON
30
32
31
WILLAMETTE


WILLAMETTE BASE LINE
32

WASCO - HAY CANYON SECTION
Wasco - Heppner Secondary Highway
Sherman County
Scale 1" = 2000'   Dec 1957

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APR 25 1958
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8-49(7)
5504

Salem, Oregon
April 24, 1958

Cost estimate -
Wasco-Hay Canyon

Mr. Tom Edwards
Construction Engineer
Department

Please immediately have a cost estimate made for the Wasco-Hay Canyon Section, using the so-called Klondike route. This estimate is to be made on a windshield basis only.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

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APR 23 1958
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SHERMAN COUNTY
MORO, OREGON

VERNON I. MILLER, COUNTY JUDGE
C. E. KUYPERS, COUNTY COMMISSIONER
LESTER WILSON, COUNTY COMMISSIONER

S-49(7)

5504

April 19, 1958

Tel. arrangement ^
11:00 AM - Apr 24
here

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Sherman County Court would like to arrange an appointment with you at your earliest convenience to discuss the alignment of Highway 206 between Hay Canyon and Wasco. We would appreciate it if we could meet with you late in the morning or early in the afternoon so we could make the trip to Salem and back the same day.

Yours truly,

Sherman County Court

Vernon I. Miller

Vernon I. Miller
County Judge

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APR 21 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1958
FOR FILING

1-1-55

S-49(7)

5504

LOCATION PROSPECTUS FOR THE WASCO-HAY CANYON SECTION, WASCO-HEPPNER HIGHWAY, SHERMAN COUNTY

The following prospectus is submitted regarding the above mentioned section. The westerly end of the project is a junction with the Sherman Highway at M.P. 9.7, said mile point being 0.2 miles southerly of the crossing of the Kent Branch of the Union Pacific Railroad. The easterly end of the survey is Hay Canyon, which is 9.2 miles easterly of Wasco via the existing facility.

The purpose of the survey is to prepare plans and estimate of cost for the relocation throughout the entire length. Wasco is the only town involved in this survey.

The general route was laid by J. F. Waller during a reconnaissance survey in 1940. Waller's line has been revised on the westerly end to avoid an additional grade crossing of the U.P.R.R. Routine soils investigation will progress with the survey. No special drainage problems are anticipated.

The 1956 ADT is 150; the projected ADT 1975 is 300. This is a Class "E"-45 highway with maximum curvature of 14 degrees and a maximum grade of 6 per cent. The typical section will be two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Bottom Course Base	9½"
Leveling Course	2 "
0-11 Oil Mat	1 1/4"
Total	12 3/4"

Projected traffic does not warrant climbing lane consideration.

The existing facility has a rise and fall of approximately 1,000 feet and total central angle of 500 degrees. The proposed facility will have approximately 870 feet of rise and fall and 430 degrees of central angle. This is a decrease of 130 feet of rise and fall and 70 degrees of central angle. The new facility will reduce the overall length by 1.2 miles.

Deviation from the standards set forth for this class of highway in the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated, the deviation being one 14 degree curve at the easterly end of the project and the widening of the subgrade to 34 feet.

This is to be an unrestricted access section with a minimum right of way taking of 80 feet. There is one crossing of the Kent Branch of the Union Pacific Railroad. An economic study will be made to determine whether this crossing will be separated or at grade.

[illegible]
[illegible] COOPER

An agreement, with the City of Wasco, concerning the portion of the relocation within the city limits may be required.

There are no State parks in the vicinity of this survey.

January 7, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson
H. S. Coulter
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker
I. A. DeFrance

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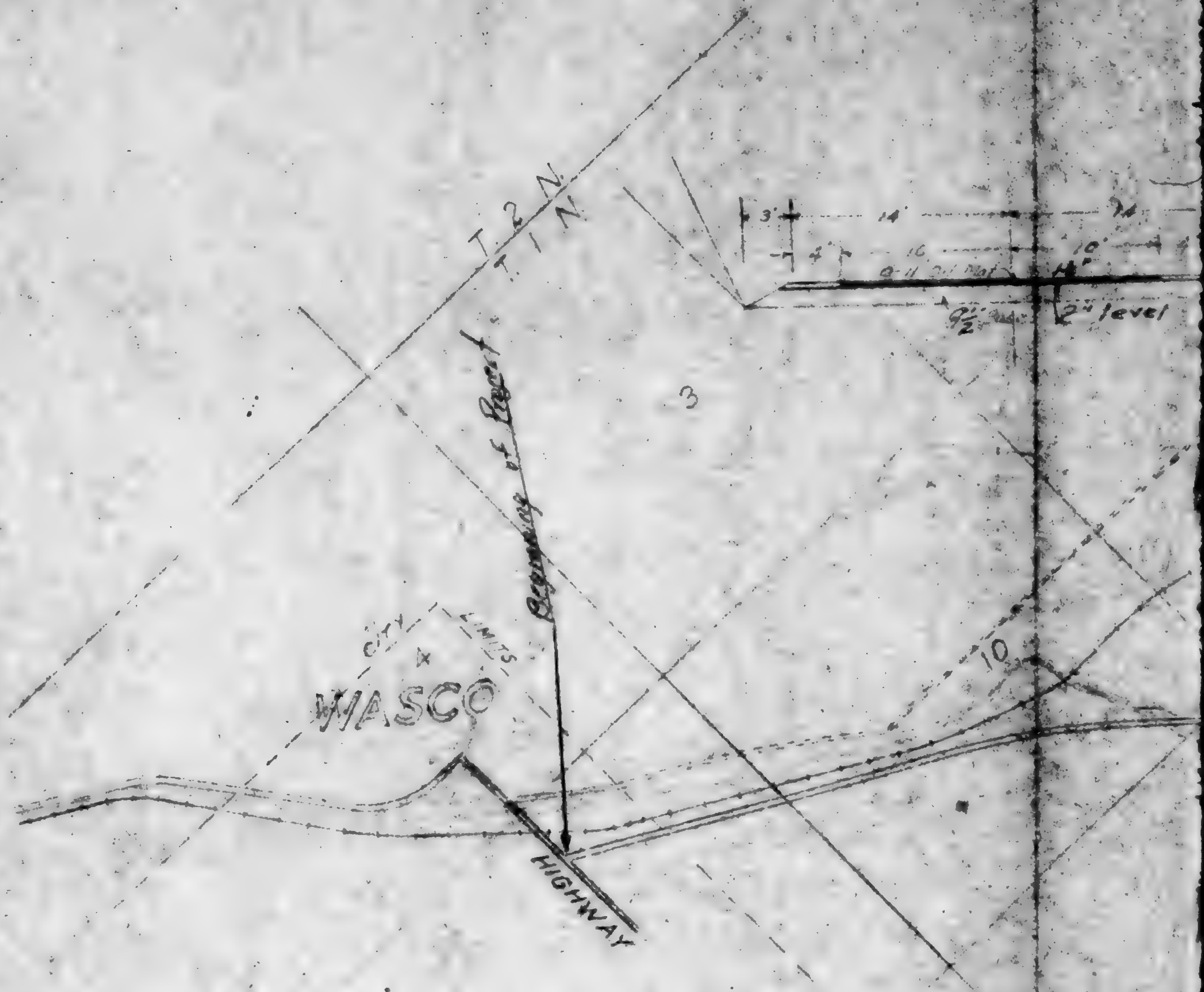
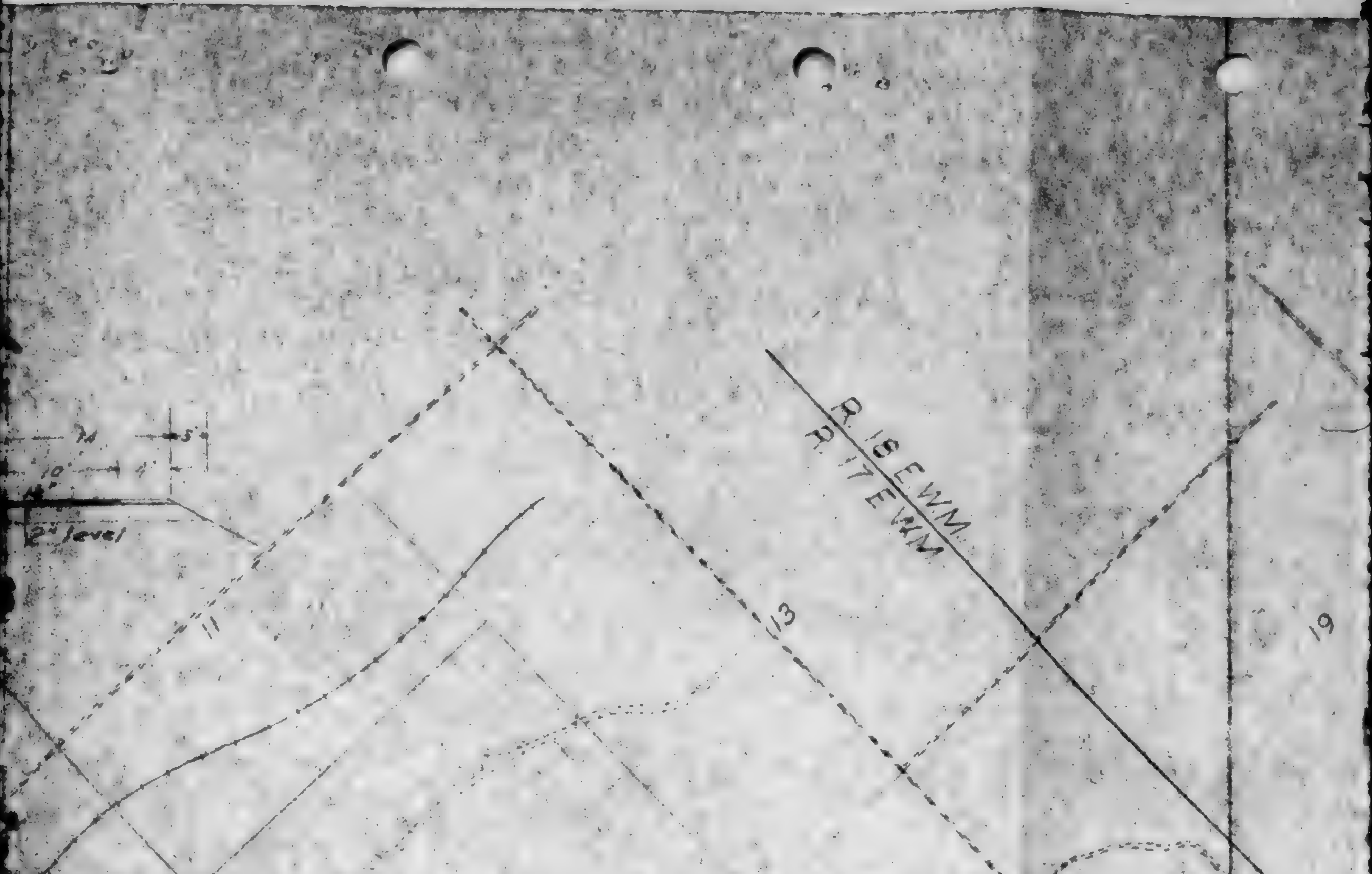
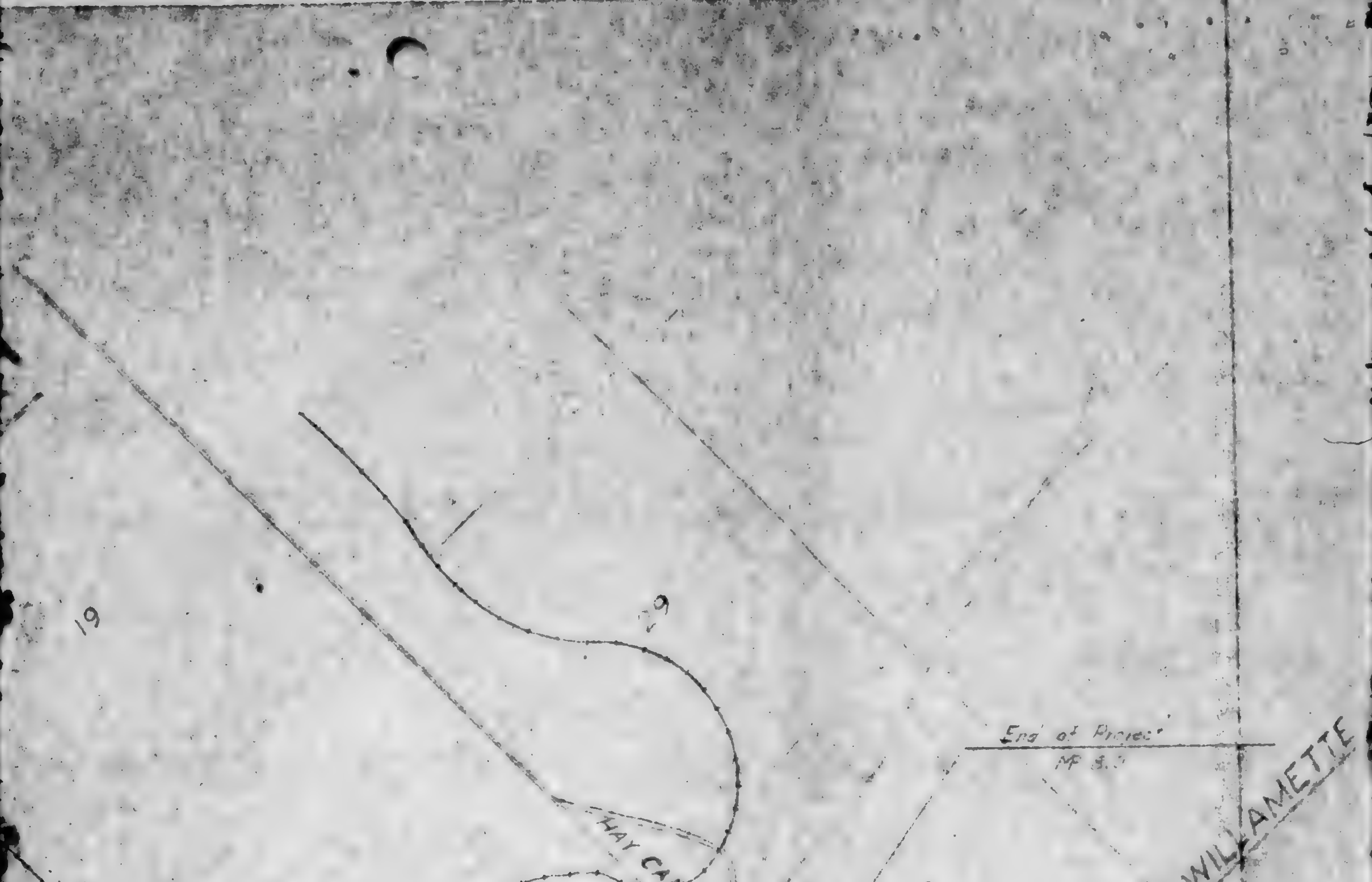
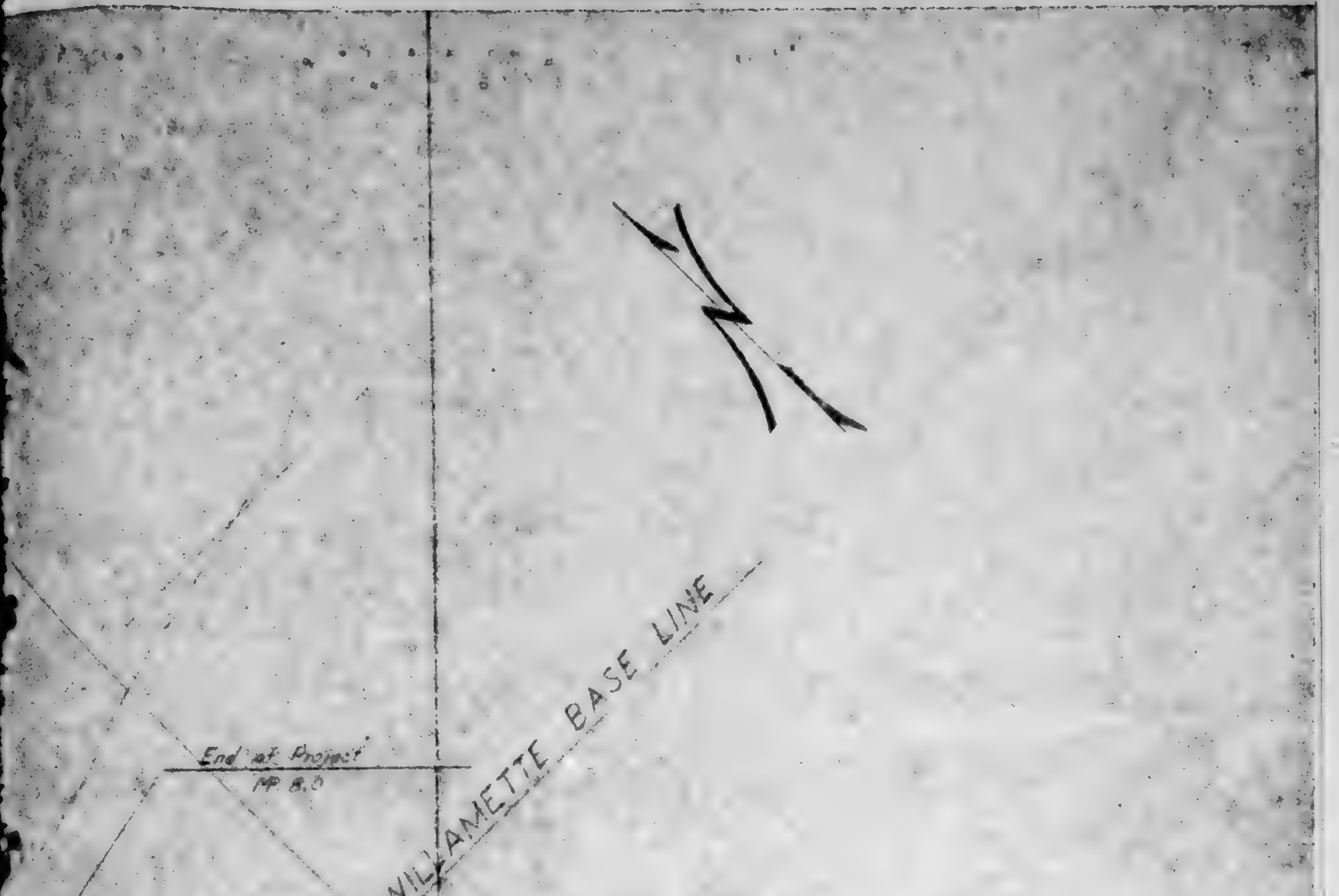
JAN 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER


T 2 N
T 1 N
3
Beginning of Project
CITY LIMITS
4
WASCO
HIGHWAY
10
3'
14'
4'
16
10'
14"
9½'
2" level


14
5
10
4
2nd level
R.18E.W.M.
R.17E.W.M.
11
13
19
14
24
Grass
Cany
23
25

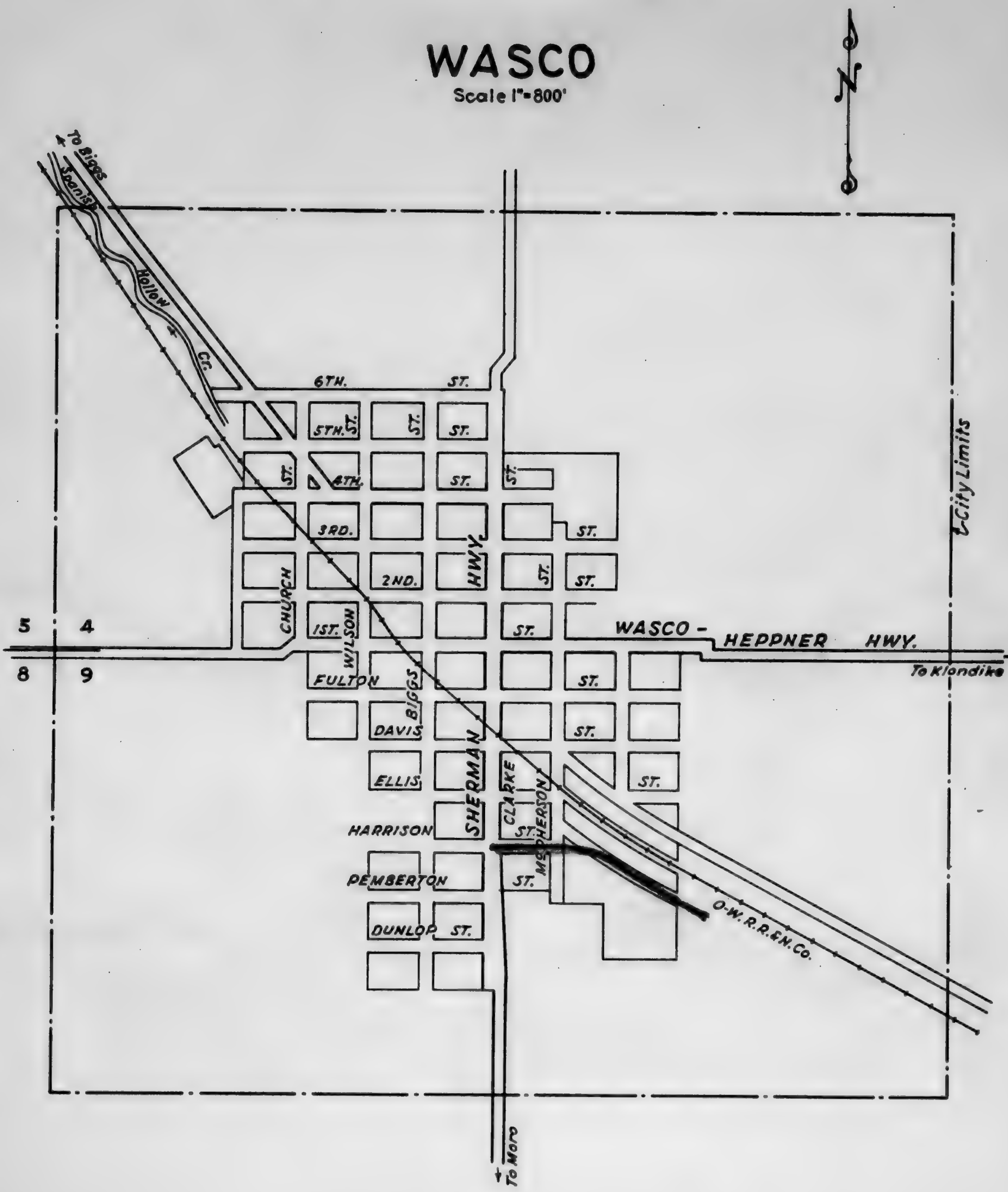

19
29
End of Project
MP
WILLAMETTE
Was
HAY CANYON
30
32
Canyon
25
31


N
WILLAMETTE BASE LINE
End of Project
MP 8.0
32

WASCO - HAY CANYON SECTION
Wasco - Heppner Secondary Highway
Sherman County
Scale 1" = 2000'   Dec. 1957

WASCO

Scale 1"=800'


N
To Biggs
Spanish Hollow Cr.
6TH. ST.
5TH. ST.
ST.
ST.
4TH. ST.
ST.
ST.
3RD. ST.
ST.
2ND. ST.
ST.
1ST. ST.
CHURCH
WILSON
BIGGS
SHERMAN HWY.
CLARKE ST.
McPHERSON ST.
WASCO-HEPPNER HWY.
To Klondike
5
4
8
9
FULTON ST.
DAVIS ST.
ELLIS ST.
HARRISON ST.
PEMBERTON ST.
DUNLOP ST.
O-W.R.R.&N.Co.
City Limits
To Moro

S-49(7) Wasco-Hay Canyon Sec. of 1959
Wasco-Heppner Hwy. (Struc.,
#5504 Grad., & Oiling) Folder #2

RR-525
C&A 2063

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JUL 27 1961
FOR FILING

5-49(7)

5504

July 25, 1961

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
220 Montgomery Street
San Francisco 6, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Clarence Braden Const. Co., on contract #5504 for structures-grading-paving on the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $568,914.39, including the post-final payment of $655.78. Of the total, $2,167.16 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: St. Paul Fire & Marine Ins. Co.,
Waldren's, Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: Clarence Braden Const. Co.,
22 W. Alder Street
Walla Walla
Washington

RECEIVED
MAR 1 1961
FOR FILING

S-49(7)

5504

February 28, 1961

Mr. Val G. Rinehart
Engineer, Plans & Contracts
Washington State Highway Commission
Transportation Building
Olympia, Wn.

Re: Prequalification of Bidders
Clarence Braden Const. Co.

Dear Sir:

In answer to your letter of February 14, regarding the above-named contractor, we wish to advise that the following projects have been completed or will be when weather permits:

Contract	Section	Kind of Work	Amount of Contract
#5347	Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section Central Oregon Highway	Grading, paving & structures	$792,571.10

Awarded - October 23, 1958; completed June 16, 1960; accepted Sept. 29, 1960

Subcontractors:
Crushing done by J. F. Konen Constr. Co., 715 D St., Lewiston, Idaho
Paving done by Russell Olson Const. Co., P.O.Box 272, Pendleton
Structures done by Henry G. Stach, P.O.Box 431, Oakridge
Guardrail done by J. C. Denton & Sons, 505 Park Bldg., Portland 5.

Time limit, 120 work days -- 199 days used to complete job.

Contract	Section	Kind of Work	Amount of Contract
#5504	Wasco-Hay Canyon Section Wasco-Heppner Secdy. Highway	Grading, oiling & structures	$543,329.62

Awarded June 25, 1959; completed June 22, 1960; accepted July 7, 1960.

SUBCONTRACTORS:
Crushing done by Frank G. Baulne, Inc., P.O.Box 84, Yardley, Wn.
Oiling done by Morrison & Company, Inc., P. O. Box 597, Walla Walla, Wn.
Structures done by Mann Const. Co., P. O. Box 595, Redmond, Oregon
Guardrail done by Highway Protection Corp., 6218 N.E. Columbia Blvd., Portland 18.

Time limit, 120 work days -- 119 days used to complete job.

Contract	Section	Kind of Work	Amount of Contract
#5564	E. Unit, Forest Boundary-Haines Section Haines-Anthony Secdy. Highway	Grading and oiling	$399,936.90

Awarded November 30, 1959.

SUBCONTRACTORS:
Crushing done by Frank G. Baulne, Inc., P.O.Box 84, Yardley, Wn.
Oiling may be done by Russell Olson Const. Co., P.O.Box 272, Pendleton.

Not completed

Mr. Braden has appeared on these projects but the extent of his supervision is not known. He has employed various superintendents including a Mr. Hall. The firm does have sufficient equipment for grading work.

Clarence Braden has prequalified with us for 1961 and we have given him a rating of $4,975,000.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
MAR 1 1961
FOR FILING
8-49(7)
5504

February 28, 1961

Mr. Val G. Rinehart
Engineer, Plans & Contracts
Washington State Highway Commission
Transportation Building
Olympia, Wn.

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Clarence Braden Const. Co.

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Subcontractors:
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Paving done by Russell Olson Const. Co., P.O.Box 272, Pendleton
Structures done by Henry G. Stach, P.O.Box 431, Oakridge
Guardrail done by J. C. Denton & Sons, 505 Park Bldg., Portland 5.

Time limit, 130 work days -- 199 days used to complete job.

Contract	Section	Kind of Work	Amount of Contract
#5504	Wasco-Hay Canyon Section Wasco-Heppner Secdy. Highway	Grading, oiling & structures	$543,329.62

Awarded June 25, 1959; completed June 22, 1960; accepted July 7, 1960.

SUBCONTRACTORS:
Crushing done by Frank G. Baulne, Inc., P.O.Box 84, Yardley, Wn.
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Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Mr. Williams

S-49 (7)

~~Wasco-Hay Canyon~~
Contract No. 5504

RECEIVED
JAN - 1961

NOTED
W. C. WILLIAMS

December 21, 1960

FINAL COST ANALYSIS

Clear, Grade & Oil
Contractor: Clarence Braden Construction Co.
Resident Engineer: Vern Shull

Sherman County
Prefix 128-1027-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	7,420.00		7,739.06	7,420.00
Drainage Excavation	2,046.39	Cu. Yd.	3.00	3.13	6,403.15	6,139.17
General Excavation	372,139.00	Cu. Yd.	0.50	0.54	202,552.27	186,069.50
Short Overhaul	664,159.00	Yd. Sta.	0.005	0.005	3,463.59	3,320.80
Long Overhaul	8,560.05	C-Yd. Sta.	0.30	0.31	2,678.44	2,568.02
Finish R.B. & Slopes	6.78	Mile	300.00	313.00	2,121.46	2,034.00
Rounding Cutbanks	16,929.00	Lin. Ft.	0.13	0.136	2,295.40	2,200.77
18" C.M.P. 14 Ga.	158.00	Lin. Ft.	6.00	6.26	988.76	948.00
18" C.M.P. 12 Ga.	40.00	Lin. Ft.	7.50	7.82	312.90	300.00
24" C.M.P. 12 Ga.	44.00	Lin. Ft.	18.50	19.30	849.00	814.00
48" C.M.P.	240.00	Lin. Ft.	18.25	19.03	4,568.34	4,380.00
60" C.M.P.	170.00	Lin. Ft.	30.00	31.29	5,319.30	5,100.00
72" C.M.P.	154.00	Lin. Ft.	36.00	37.55	5,782.39	5,544.00
12" Concrete Pipe	621.00	Lin. Ft.	2.20	2.29	1,424.95	1,366.20
18" Concrete Pipe	1,176.00	Lin. Ft.	4.00	4.17	4,906.27	4,704.00
24" Concrete Pipe	824.00	Lin. Ft.	5.50	5.74	4,726.88	4,532.00
36" Concrete Pipe	156.00	Lin. Ft.	9.75	10.81	1,586.40	1,521.00
8" Sewer Pipe	57.00	Lin. Ft.	1.25	1.30	74.31	71.25
12" Sewer Pipe	456.00	Lin. Ft.	2.50	2.61	1,189.02	1,140.00
15" Sewer Pipe	483.00	Lin. Ft.	3.25	3.39	1,637.25	1,569.75
Extra Pipe under Pvmt.	74.00	Lin. Ft.	5.00	5.22	385.91	370.00
Cl. "A" Concrete in Box Culvert	116.25	Cu. Yd.	55.00	78.00	9,067.50	6,393.75

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Mtl. Reinf. in Conc. Box Culv.	18,595.20	Lbs.	0.14	0.14	2,603.33	2,603.33
Concrete Manholes	3.00	Each	350.00	365.05	1,095.15	1,050.00
Concrete Inlets T-G	4.00	Each	150.00	156.45	625.80	600.00
Metal Guard Rail	9,346.00	Lin. Ft.	2.40	2.31	21,589.26	22,430.40
Salvage & Reinstall Grd. Rail	227.00	Lin. Ft.	1.50	1.00	227.00	340.50
Guide Post, Dbl. Reflect.	264.00	Each	5.50	4.50	1,188.00	1,452.00
Coarse Material in Base	68,938.60	Ton	1.30	1.25	86,173.25	89,620.18
3/4"-0 Material in Base	12,629.60	Ton	1.40	1.35	17,049.96	17,681.44
Sprinkling	11,330.70	M-Gal.	4.00	4.17	47,271.68	45,322.80
Preparation of Base	6.78	Mile	150.00	156.45	1,060.73	1,017.00
3/4"-0 in Binder	900.00	Cu. Yd.	1.40	2.85	2,565.00	1,260.00
Furnish & Place Aggregate	4,373.00	Cu. Yd.	1.40	2.85	12,463.05	6,122.20
RC-3 Asphalt	130.59	Ton	44.00	44.00	5,745.96	5,745.96
120-150 Asphalt	350.74	Ton	42.00	42.00	14,731.08	14,731.08
RS-1 Asphalt	91.86	Ton	44.00	44.00	4,041.84	4,041.84
Extra, Oiling Approach	46.00	Each	22.00	22.00	1,012.00	1,012.00
3/4"-1/2" Mat'l in Stockpile	519.90	Cu. Yd.	1.40	1.35	701.87	727.86
1/2"-1/4" Mat'l in Stockpile	3,847.20	Cu. Yd.	1.40	1.35	5,193.72	5,386.08
1/4"-#10 Mat'l in Stockpile	992.50	Cu. Yd.	1.40	1.35	1,339.88	1,389.50
3/8"-0 Mat'l in Stockpile	2,065.70	Cu. Yd.	1.40	1.35	2,788.70	2,891.98
Structural Excavation	198.88	Cu. Yd.	11.00	7.00	1,392.16	2,187.68
Cl. "A" Concrete	All	Lump			21,900.00	22,225.00
Metal Reinforcement	All	Lump			10,136.00	10,224.62
8" Metal Drain Pipe	40.00	Lin. Ft.	3.00	5.00	200.00	120.00

FINAL COST ANALYSIS - Contract No. 5504
Wasco-Hay Canyon Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Structural Excavation	191.72	Cu. Yd.	6.00	7.00	1,342.04	1,150.32
Furnish Piling	385.00	Lin. Ft.	6.50	5.50	2,117.50	2,502.50
Drive Steel Piles	14.00	Each	50.00	80.00	1,120.00	700.00
Splice Steel Piles	3.00	Each	25.00	50.00	150.00	75.00
Cl. "A" Concrete	All	Lump			28,000.00	29,440.00
Metal Reinforcement	All	Lump			13,580.00	13,665.00
8" Drain Pipe	80.00	Lin. Ft.	3.00	5.50	440.00	240.00
Type 1 Fence	1,491.60	Rod	5.75	5.25	7,830.90	8,576.70
78" C.M.P.	58.00	Lin. Ft.	45.53	47.49	2,754.29	2,640.74
3/4"-0 Base Rock	434.00	Cu. Yd.	1.85	1.35	585.90	802.90
Cement Adj.	14.32	Bbl.	5.88	5.88	84.20	84.20
Purchase Excess Rock	762.70	Cu. Yd.	1.00	1.35	1,029.65	762.70
Adj. Cl. "A" Concrete	0.70	Cu. Yd.	79.38	79.38	55.57	55.57
Adj. Metal Reinforcement	114.30	Lb.	0.14	0.14	16.00	16.00
Adj. Cl. "A" Concrete	1.84	Cu. Yd.	81.10	81.00	149.22	149.22
Adj. Metal Reinforcement	292.40	Lb.	0.14	0.14	40.94	40.94
PA#1 Flagging					1,039.66	1,039.66
PA#2 Signing					733.23	833.23
PA#3 C.M.P. under R.R.					247.19	284.27
					$594,481.26	$568.258.61

Total Cost	$ 594,481.26
Gross Revenue	568,258.61
Net Loss	$ 26,222.65

Net Loss equals 4.41% of Gross Revenue

DETAIL OF COST - Contract No. 5504

Labor:		
Labor and Supervision	$ 137,473,43	
Tax and Insurance	9,636.07	
Health, Welfare and Pension	8,386.75	$ 155,496.25
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	91,349.68	
Equipment Rental, Hired	11,168.85	
Gas, Oil and Grease	23,828.18	
Bond	2,414.41	
P.L. and P.D. Insurance	2,485.84	
P.U.C. Fees	921.75	
Move In and Freight	2,830.02	
Small Tools and Misc. Supplies	3,947.56	
Home Office and General Overhead	1,505.45	
Drill and Blast	20,356.53	
R.R. Bond	626.96	161,435.23
Subcontractors:		
Frank Baulne - Crushed Aggregates	120,365.90	
Highway Protective - Guard Rail and Sight Post	23,004.26	
Mann Construction Co. - Bridges	92,048.53	235,418.69
Materials:		
8" Drain Pipe	151.20	
18" C.M.P. 14 Ga.	584.60	
18" C.M.P. 12 Ga.	194.00	
24" C.M.P. 12 Ga.	255.20	
48" C.M.P.	2,832.00	
60" C.M.P.	3,366.00	
72" C.M.P.	3,642.10	
12" Concrete Pipe	838.35	
18" Concrete Pipe	3,151.68	
24" Concrete Pipe	3,353.68	
36" Concrete Pipe	1,123.20	
8" Sewer Pipe	33.63	
12" Sewer Pipe	497.04	
15" Sewer Pipe	796.95	
78" C.M.P.	1,595.00	
Force Account Materials	661.40	
RC-3 Asphalt	4,531.47	
120-150 Asphalt	11,363.98	
RS-1 Asphalt	3,141.61	42,113.09
	TOTAL COST	$ 594,481.26

Remarks - Contract No. 5504

This was a "Federal Aid Secondary Project" calling for the construction of 6.78 miles of roadbed, involving approximately 371,600 cubic yards of excavation; construction of 2 reinforced concrete deck girder bridges; construction of 6.78 miles of stone base and shoulders, involving 87,500 tons of crushed stone materials; construction of two reinforced concrete box culverts; construction of 6.78 miles of type 0-11 oil mat wearing surface,and furnishing of approximately 7,000 cubic yards of crushed materials in stockpile.

The westerly end of the project was at Station 0+26, which station is at the intersection of the relocated Wasco-Heppner Highway with the easterly line of Clark Street (Sherman Highway) and approximately 0.09 mile southerly of the junction of the existing Wasco-Heppner and Sherman Highways in the city of Wasco. The easterly end of the projectwas at Station 357+70.58, which station is approximately 0.4 mile southeasterly of Hay Canyon. The overall length of the project was 6.83 miles.

Bids were reveived May 26, 1956 and awarded June 25, 1959. Work started June 17, 1959 and the contract completed June 22, 1960. Progress was slow. The equipment was in a very poor and very antiquated condition, resulting in tremenous down time and costly repairs.

Equipment used on project: Three D8's with dozers, D9 with dozer, wagon drill, 600 c.f.m. compressor, three water wagons, three DW21's, 1-1/2-yard shovel, deisel pumping system, two 10-yard Euclid trucks, two blades, D8 with scraper, 3/4-yard dragline, roller, traxcavator, pickups and miscellaneous small tools.

Considerably more solid was encountered than anticipated by the contractor. The shovel was too small to handle the blocky rock and the trucks hauling the rock were constantly being repaired. Lost time and poor supervision also contributed to the loss.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
- 1960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-49 (7)
234

Salem, Oregon
December 8, 1960

SUBJECT: File 29156 - OWRR & N Co.
Wasco Hay Canyon Section
Wasco-Heppner Highway

To: Mr. Earl Saling

Herewith I hand you fully executed copy of agreement with Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, relative to easement for drainage facilities on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway.

The instrument should be placed on record and Mr. G. H. Baker, Supt. of Union Pacific, should be notified of the recording reference. After processing by you, the executed copy should be forwarded to Mr. Query for his files.

Several conformed copies of the easement are attached to the file for your distribution.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: Floyd Query

RECEIVED
AUG 10 1960

FOR FILING

8 49(7)

5504

August 10, 1960

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

State Highway contract #5504 for structures-grading-paving the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County was completed by the contractor, Clarence Braden Construction Co., on June 22, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $13,587.74 will be released to the contractor on or after August 20, 1960. The total contract amount is $568,258.61, of which amount $2,167.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: St. Paul Fire & Marine Ins. Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

A

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1960
FOR FILING
S-4 1(7)
9

July 25, 1960

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: File 29156 - OWRR & N Co.
Wasco Hay Canyon Section
Wasco-Heppner Highway

Dear Mr. Baker:

Herewith I hand you duplicate copies of supplemental agreement between Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, and State of Oregon relative to easement to repair and use drainage facilities on the above titled project. Both copies have been executed and acknowledged by the Highway Commission.

When the State's executed copy is returned, I would appreciate receiving six additional copies of Exhibit "F" attached to the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

RECEIVED
JUL 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1960
FOR FILING

5 49(7)

53-4

Salem, Oregon
July 13, 1960

Agenda Item 5-j

File No. 29156 - OWRR & N Co.
Wasco-Hay Canyon Section
Wasco-Heppner Highway

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached are two copies of and agreement with the Oregon-Washington Railroad & Navigation Company covering an easement providing for the installation and maintenance of additional culvert pipe on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. These copies have been executed by the Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

Please return one fully signed copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
JUL 7 1960
FOR FILING

S 44(7)

5504

1

July 6, 1960

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Clarence Braden Construction Co., on contract #5504 for structures-grading-paving on the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County.

This payment, in the amount of $29,809.64, will be released to contractor on or after July 16, 1960. The retained percentage is $17,087.74.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Waldron's Inc.,
W. A. Lloyd, Resident Agent
Milton-Freewater, Oregon

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 5, 1960

AGENDA
JUL 7 1960

*5 j

To: Mr. Floyd Query

SUBJECT: File No. 29156 - OWRR & N Co.
Wasco-Hay Canyon Section
Wasco-Heppner Highway

Herewith I hand you for execution and acknowledgement by the Highway Commission duplicate copies of agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, covering an easement providing for the installation and maintenance of additional culvert pipes at Railroad Station 507+70 on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County. The instrument should be dated.

After execution and acknowledgement by the Highway Commission, please return both copies directly to me for further handling. In doing this, please refer to the above file number.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
enc.

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED

M

RECEIVED
JUN 28 1960
FOR FILING

[illegible]

5504

Salem, Oregon
June 27, 1960

Mr. J. W. DeSouza

Herewith two copies of a proposed supplemental agreement with the Union Pacific Railroad Company covering the installation and maintenance of a culvert under their tracks in Wasco. The original agreement (No. 525) provided for the installation and maintenance of the two culverts at Railroad Stations 1008+12 and 1010+65. This supplemental agreement includes the culvert at Railroad Station 507+70 under the same terms.

I am approving this so far as engineering details are concerned. If you find it acceptable, will you please have it sent to the Highway Commission for completion.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

Attach.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 22, 1960

Ref. Files: D 323 - 1 - 47
D 323 - 1 - 48
D 9066 - 312 - 9

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Wasco-Hay Canyon Section,
Wasco-Heppner Secondary Highway 300

Subsequent to the execution of easement and construction agreement dated July 27, 1959 covering the captioned project, it developed that to properly take care of drainage it would be necessary to install an additional culvert under the railroad opposite Highway Station 15+43 at Wasco.

Attached in duplicate is draft of supplemental agreement providing for the installation and maintenance of the above-mentioned culvert. Will you please review the agreement and if satisfactory, arrange for execution on behalf of the Highway Commission, being sure to fill in the date of execution at the top of page one, after which both counterparts should be returned to me for completion on behalf of the Railroads. When the agreement has been completed, a fully-executed counterpart will be returned for your record.

Yours very truly,

G H Baker
G. H. Baker,
Superintendent

encs.

RECEIVED
JUN 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

S 49(7)
5504

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1960

Section Wasco-Hay Canyon

Kind of work Grading, Oiling & Structures

Highway Wasco-Heppner County Sherman

Section prefix 128-1027

Contractor Clarence Braden Const. Co.

Contract number 5504

Date of contract June 25, 1959

Specified work days 120

Date work started June 17, 1959

Work days used 119

Project authorization $609,332.07

Exclusive of engineering $565,304.90

Per cent of time elapsed 99.2 %

Estimated cost of completed project, exclusive of engineering $571,364.63

Estimated per cent overrun or underrun + 0.99 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $44,027.17

Engineering cost to date $28,300.00, 64.3 %

Date project was completed June 22, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Highway Protection painted guardrail Sat. June 18. Too windy to paint Monday, and too windy to paint Tues. PM. Completed painting Wed. AM, worked in PM cleaning up. Turned job in as completed Wed. noon.

The Semi-Final is completed and sent to Bend Friday.

Harry Sturgis was over the job Monday.

This is the final report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 27 1960
NOTED-- ☑ CE ☐ ADE ☐ ACE ☐ ☐ CDE

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.83	6.83		6.83	
Miles partially completed	"	"		"	
Miles completed	"	"		"_	
Total estimated quantities (contract)	371,600 cy	87,500 ton	7,000 cy	570 ton	
Total quantities corrected to date	372,139	81,568	7,425.3	573.19	
Estimated quantities moved or placed to date	372,139	81,568	7,425.3	573.19	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1 (three days)	
Hours per shift				8	
Average force on project for week				4	

Men	3
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 spray paint outfit ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	windy	100%	too windy to paint
Tuesday	windy	50%	too windy to paint in PM
Wednesday	calm	50%	Job completed at noon
Thursday			
Friday			
Saturday			

RECEIVED
JUN 27 1960
FOR FILING

S49(7)

5504

A

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 22, 1960, on Contract No. 5504, Wasco-Hay Canyon Section, in Sherman County, in connection with Federal Aid Project No. S-49(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

A

RECEIVED
JUN - 7 1960
FOR FILING

I-2(7)

5504

June 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. [illegible], Account No. [illegible] covering permanent directional signing on the Wasco-[illegible] Canyon Section of the Wasco-Heppner Highway in Sherman County, Contract No. 5504, in connection with Federal Aid Project No. S-[illegible](7).

This work is necessary for the direction and guidance of traffic and consists of installing permanent signs.

The contractor is not equipped to do the work, while the State has the necessary equipment and experienced crews. The amount is too small to be done by separate contract. Materials to be used were purchased on the open market through competitive bids. The order has been verbally approved by the [illegible] Area Engineer.

The total estimated amount of the order is $[illegible].00 with Federal participation of $[illegible].00.

Your approval of this order under the provisions of PPM 21-[illegible].3 on the basis of actual cost is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
MAR 5 1960
FORM 530x—12½M—6-55—98209
FOR FILING
S 4171
5374

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 4, 1960

RAILROAD COMPANIES
FILE NO. [illegible]

SUBJECT: Pux 306 - Hay Canyon Cr. G-Xing
307 - Spanish Hollow Cr. G-Xing
OWRR & N Co. - Sherman County
File No. R-29156

To: Mr. Earl Saling
Right of Way Office Mgr.
Office

Herewith I hand you fully executed copy of agreement with Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, relative to the above-titled project.

After processing by you, including recording, the executed instrument should be forwarded to Mr. Query for his files. Distribution of conformed copies has been made as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

Floyd Query
cc: G. S. Paxson - 1 copy w/ex.
Tom Edwards - 2 copies w/ex.
I. A. DeFrance - 2 copies w/ex.
Dean Swift - 2 copies-1 w/ex.

RECEIVED
MAR - 4 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

1/3 Contract 9

RECEIVED
MAR 4 1960
FOR FILING

3-43

Monthly Transaction No. Project Report No. 4	For -2 (9-1.) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	te **Oregon** County **Sherman** Project No. **S-49(6)**

5504

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction FA-12 to west end S-49(4)
(Wasco-Hay Canyon Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way	2-12-59	
Construction		
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 33,500	$ 20,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ By **C. G. Polk**
Division Engineer

By: C.C. Pike
~~**R. C. Wright**~~
Acting **Administrative Manager**

Date executed by Division Engineer **March 3, 1960**

USComm-DC 40257

February 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wasco-Hay Canyon Section, Project No. 2-49(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

February 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, four copies of estimate as a basis for project agreement and four sets of reduced plans for the Wasco-Hay Canyon Section, Project No. S-49(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sm

Oregon State Highway Department

Federal Aid Secondary
Project No. S-49(6)

WASCO-HAY CANYON SECTION OF THE WASCO-HEPPNER HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of lands, damages, and other rights of way expense.)

Salem, Oregon, February 5, 1960

Type Code R.O.W.
Right of Way (Sta. 0+26 to Sta. 357+70.58)

Rights of Way	All Required	$31,900.00
	Subtotal	$31,900.00
	Acquisition Expense	1,600.00
	Total	$33,500.00
Length of Project	6.833 Miles	
Federal Funds		$20,100.00
State Funds		13,400.00
		$33,500.00

State Funds for const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for maint.: Chap. 539, Laws 1939.

A

RECEIVED
SEP 15 1959
FOR FILING

[illegible]
55-4

September 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-230, covering seeding and mulching on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, Contract No. 55-4, in connection with Federal Aid Project No. S-49(7).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,150.00, with Federal Participation of $1,890.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

FORREST COOPER
Deputy State Highway Engineer

CN:jb
Enc.

RECEIVED
SEP 15 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

S 49(7)

5504

408 State Highway Bldg.
Salem, Oregon

September 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-49(7)
Wasco-Hay Canyon Section of the
Wasco-Heppner Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustments of the railroad facilities, effective September 4, 1959, as set forth in the proposed agreement between the Oregon-Washington Railroad & Navigation and Union Pacific Railroad Company and the State of Oregon.

Reimbursement will be subject to the provisions of PPM-30-3.

Please submit the usual three copies of executed agreement when received.

Very truly yours,

C. G. Polk
Division Engineer

Edw
Porter

RECEIVED
SEP - 3 1959
FOR FILING

S 49(7)
55-1

A

September 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 284, 285 covering railroad work and protection on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, Contract No. 5504, in connection with Federal Aid Project No. S-49(7).

This work is in accordance with the agreement with the O.W.R. & N. Co. and the U.P.R.R. Co., a copy of which is attached hereto. This agreement is now in the office of the railroad company for signature. A revised project agreement estimate to include the railroad work is being submitted.

The total estimated amount of this order is $3,690.00 with Federal participation of $1,880.00. Exhibit B of the agreement is the company's estimate.

Your approval of this order under the provisions of PPM 30-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Ens.

19

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SEP - 3 1959
FOR FILING

S49(7)

5504

September 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include costs of work by the O.W.R.R.&N. Co. (U.P.R.R. Co.), for the Wasco-Hay Canyon Section, Project No. S-49(7).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-49(7)

WASCO-HAY CANYON SECTION OF THE
WASCO-HEPPNER HIGHWAY IN SHERMAN COUNTY

(Estimate revised to include costs of work by W.O.R.R.&N. Co. (U.P.R.R. Co.). Not as a basis for modification of project agreement.

Salem, Oregon, September 2, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$25,000.00

Type Code 5231 26
Roadway (Sta. 0+~~36~~ thru Eqn. 15+70.20 = 12+35.69 to Sta. 357+70.58)
(Contract No. 5504)

Clearing and Grubbing	All	Required		$ 7,420.00
Drainage Excavation, Unclassified	1,900	cu. yds.	$3.00	5,700.00
General Excavation, Unclassified	371,600	cu. yds.	.50	185,800.00
Short Overhaul	744,600	yd. stas.	.005	3,723.00
Long Overhaul	52,500	C-yd. stas.	.30	15,750.00
Finishing Roadbed and Slopes	6.78	miles	300.00	2,034.00
Rounding Cutbanks	28,700	lin. ft.	.13	3,731.00
18-inch Corrugated Metal Pipe, 14 gage, Protected Invert	190	lin. ft.	6.00	1,140.00
18-inch Corrugated Metal Pipe, 12 gage, Protectes Invert, Under RR	50	lin. ft.	7.50	375.00
24-inch Corrugated Metal Pipe, 12 gage, Under RR	30	lin. ft.	18.50	555.00
48-inch Corrugated Metal Pipe	350	lin. ft.	18.25	6,387.50
60-inch Corrugated Metal Pipe	170	lin. ft.	30.00	5,100.00
72-inch Corrugated Metal Pipe	96	lin. ft.	36.00	3,456.00
12-inch Concrete Pipe	1,100	lin. ft.	2.20	2,420.00
18-inch Concrete Pipe	1,700	lin. ft.	4.00	6,800.00
24-inch Concrete Pipe	720	lin. ft.	5.50	3,960.00
36-inch Concrete Pipe	190	lin. ft.	9.75	1,852.50
8-inch Sewer Pipe	270	lin. ft.	1.25	337.50
12-inch Sewer Pipe	500	lin. ft.	2.50	1,250.00
15-inch Sewer Pipe	500	lin. ft.	3.25	1,625.00
Extra for Pipe Under Pavement	60	lin. ft.	5.00	300.00
Class "A" Concrete in Box Culverts	110	cu. yds.	55.00	6,050.00
Metal Reinforcement in Box Culverts	15,400	cu. yds.	.14	2,156.00
Concrete Manholes	3	only	350.00	1,050.00
Concrete Inlets, Type "G"	4	only	150.00	600.00
Metal Guard Rail	9,600	lin. ft.	2.40	23,040.00
Salvaging and Reinstalling Metal Guard Rail	400	lin. ft.	1.50	600.00
White Guide Posts, Double Reflector	170	only	5.50	935.00
Coarse Crushed Material in Base	73,100	tons	1.30	95,030.00

3/4" - 0 Material in Base	14,400	tons	$1.40	$20,160.00
Sprinkling	2,000	M-gals.	4.00	8,000.00
Preparation of Base	6.78	miles	150.00	1,017.00
3/4" - 0 Material in Binder Course	840	cu. yds.	1.40	1,176.00
Furnishing and Placing Aggregates	4,380	cu. yds.	1.40	6,132.00
RC-3 Asphalt	130	tons	44.00	5,720.00
120-150 Asphalt	340	tons	42.00	14,280.00
RS-1 Asphalt	100	tons	44.00	4,400.00
Extra for Oiling Approaches	45	only	22.00	990.00
				$451,052.50
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Signing (Permanent)	All	Required		1,200.00
Seeding and Mulching	All	Required		3,450.00
Work by Wasco Electric Co-op	All	Required		1,200.00
Work by Pacific Power & Light Co.	All	Required		330.00
Work by O.W.R.R.&N. Co. (U.P.R.R. Co.)	All	Required		3,150.00
		Subtotal		$460,882.50
		Engr. & Cont.		42,623.25
		Total		$503,505.75

Type Code X021
Hay Canyon Creek Bridge #8613 (Sta. 346+12 to Sta. 347+56)(Contract No. 5504)

Structural Excavation	200	cu. yds.	$11.00	$ 2,200.00
Class "A" Concrete	All	Required		22,225.00
Metal Reinforcement	All	Required		10,224.62
8-inch Metal Drain Pipe	50	lin. ft.	3.00	150.00
				$34,799.62

Type Code X021
Grass Valley Canyon Cr. Bridge #8614 (Sta. 286+58 to Sta. 288+40)(Contract No. 5504)

Structural Excavation	175	cu. yds.	$6.00	$ 1,050.00
Furnish 10" BP 42# Steel Piling	385	lin. ft.	6.50	2,502.50
Drive Steel Piles	14	only	50.00	700.00
Splice Steel Piles	3	only	25.00	75.00
Class "A" Concrete	All	Required		29,440.00
Metal Reinforcement	All	Required		13,665.00
8-inch Metal Drain Pipe	85	lin. ft.	3.00	255.00
				$47,687.50
		Subtotal		$82,487.12
		10% Engr. & Cont.		8,248.71
		Total		$90,735.83

Length of Roadway	6.771 Miles
Length of 2 Structures	0.062 Mile
Total Length	6.833 Miles
Cost of Roadway per Mile	$74,362.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	503,505.75	311,000.00	192,505.75
Structures	90,735.83	56,000.00	34,735.83
	$619,241.58	$382,000.00	$237,241.58

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

WASCO-HAY CANYON SECTION

Project No. S-49(7)

Estimated costs of work by the Pacific Power and Light Co.

Labor		$232.36
Materials		114.68
Equipment		19.75
Salvage Credit		37.42 cr.
		$329.37
	Use	$330.00

Estimated costs of work by O.W.R.R.&N. Co. (U.P.R.R. Co.)

Furnish and install guard timbers, cattle guards, wing fences, etc.		$1,800.00
Furnish and install Railroad signs, reflectorized X-bucks, etc.		400.00
Remove and restore communication lines		980.00
Salvage credit		30.00 cr.
		$3,150.00
	Use	$3,150.00

FORM E-[illegible]

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
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August 3, 1959

Mr. G. M. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Re: Pux 306 - Hay Canyon Cr. O-Xing
Pux 307 - Spanish Hollow O-Xing
Wasco-Heppner Secondary Hwy.
OWRR & N Co. - Sherman County
Our File R-29156

Dear Mr. Baker:

Herewith I hand you original and duplicate copy of agreement relative to above titled project, your files D 325-1-47, D 323-1-48 and D 9066-312-9. Both copies have been executed by the State Highway Commission, and, in view of the fact that easements have been granted, the instruments have been acknowledged by the Commission.

When the Commission's executed copy is returned we would appreciate receiving ten additional copies each of Exhibits "A", "B", "C" and "D".

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson
Earl Saling

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RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1959

FOR FILING

S-49(7)

334

Salem, Oregon
July 30, 1959

Pux 306 - Hay Canyon Cr. G-Xing
Pux 307 - Spanish Hollow Cr. G-Xing
Wasco-Heppner Secondary Highway
OWRR & N Co. - Sherman County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are two copies of a construction and easement agreement with the O.W.R. R. & N. Co. covering the Hay Canyon Cr. G-Xing and the Spanish Hollow Cr. G-Xing on the Wasco-Heppner Secondary Highway in Sherman County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 6-56 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1959

SUBJECT: Pux 306 - Hay Canyon Cr. G-Xing
Pux 307 - Spanish Hollow Cr. G-Xing
Wasco-Heppner Secondary Highway
OWRR & N Co. - Sherman County

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission original and duplicate copies of construction and easement agreement on the above titled project. In view of the fact that the instrument contains agreements for an easement, it should be acknowledged.

After execution by the State Highway Commission, please return both copies directly to me for further handling.

J. W. DeSouza
ks

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson

A[illegible] BY HIGHWAY COMMISSION
DATE Contract 5504 to Clarence Braden awarded 6-25-59
Floyd Query
Secretary

Agreement allows encroachment of hwy
Structures on railroad r/w

RECEIVED
JUL 28 1959
FOR FILING

FORM E-30X—37,500—8-5—96655
S 49(7)

5564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1959

SUBJECT: Pux 306 - Hay Canyon Cr. G-Xing
Pux 307 - Spanish Hollow Cr. G-Xing
Wasco-Heppner Secondary Highway
OWRR & N Co. - Sherman County

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission original and duplicate copies of construction and easement agreement on the above titled project. In view of the fact that the instrument contains agreements for an easement, it should be acknowledged.

After execution by the State Highway Commission, please return both copies directly to me for further handling.

J.W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

RECEIVED
1959
FOR FILING
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5504

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 22, 1959

SUBJECT: Pux 306 - Hay Canyon Creek
Grade Xing
OWRR & N Co. (Sherman County)

To:
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards (3)
Mr. Dean Swift (2)

Herewith I hand you copy of Order No. 36639, issued by the Bureau of Public Roads under date of April 20, 1959, relative to the matter of the application of the State of Oregon, by and through its State Highway Commission, to construct a crossing at grade of tracks and right of way of Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway, known as the Hay Canyon Creek Grade Crossing project in Sherman County, Oregon.

J W DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
encl.

RECEIVED
APR 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Order #36639

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2645

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the HAY CANYON CREEK GRADE CROSSING project, in the Southwest quarter (SW¼) of Section 30, Township 1 North, Range 18 East, W.M., in Sherman County, Oregon.	ORDER

The above entitled matter was duly heard on January 19, 1959, at 2:30 P.M., in the Sherman County Courthouse in Moro, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Robert A. Holland, Staff Attorney, Salem, Oregon
Representing Oregon State Highway Commission

Robert B. Batchelder, Attorney, Portland, Oregon
Representing Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company

On December 1, 1958, the State of Oregon, by and through its State Highway Commission, (Applicant) filed its application requesting authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, (Railroad) on the Wasco-Heppner Secondary Highway No. 300, known as the HAY CANYON CREEK GRADE CROSSING project, in Sherman County, Oregon.

The crossing will be part of an improvement and revision of the Wasco-Hay Canyon Section of Highway No. 300, which will cross the Grass Valley Branch of Railroad near railroad mile post 19.38.

Answer of Railroad agrees as to work to be done and allocation of costs of construction and maintenance of the crossing as set out in the application, except that certain items of work should be done by Railroad at the expense of State instead of Railroad; further, that reimbursement to Railroad for work to be done should be in accordance with Policy and Procedure Memoranda Nos. 30-3 and 21-10, issued by the Bureau of Public Roads, and amendments thereof and supplements thereto. No answer was filed by Sherman County.

After due notice, the matter was set down for hearing at the time and place mentioned herein. The hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Because of the limited traffic on the highway and railroad, it is impracticable and uneconomical to construct a grade separation at this location.

Both railroad and highway at and near point of crossing are constructed on a curved alignment that affects the vision of trains approaching the intersection. From a point on the highway 500 feet west of the crossing, an approaching train is obscured beyond 70 feet from the crossing measured along the track. From a point on the highway 500 feet east of the track, vision is obscured beyond 400 feet westerly and 1000 feet easterly. From points on the highway on both sides of the crossing 50 feet from the centerline of the track, the minimum vision afforded of approaching trains is 400 feet and the maximum is 1000 feet.

The embankment which will be created by the construction of a cut through the slope of a hill west of the crossing constitutes an obstruction to vision and should be removed as part of the project.

The highway will be constructed on a continuously ascending grade of 1.16% towards the west. The angle formed by the centerline of railroad and highway at point of crossing is 28 degrees 26 minutes 7 seconds in the northeast quadrant.

The estimated average daily volume of vehicle traffic on the highway at the location of the crossing is 80 vehicles, and this traffic will be subject to normal annual increases. As only tri-weekly rail freight service is provided on the Branch Line, an average of not more than one train movement per day will be made over the crossing, at a maximum speed of 10 miles per hour.

Because of the light vehicular traffic and infrequent rail movements, Applicant proposes that there be installed two Commissioner's Standard No. 1R reflectorized crossing signs at the crossing, and in advance thereof two reflectorized advance warning signs of standard size and design at proper locations on the highway.

Applicant will prepare plans and specifications, award contracts for and supervise the construction of the crossing and the installation of protective devices, all to be paid for from State and Federal highway funds; and, further, will reimburse Railroad for any and all necessary expenses incurred by it in connection with the construction of the crossing, which are reimbursable under the provisions of Policy and Procedure Memoranda Nos. 30-3 and 21-10, issued by the Bureau of Public Roads, and amendments thereof and supplements thereto.

Subject to said reimbursement, Railroad will revise, rearrange and reinstall where necessary signal and communication lines, right of way fences, cattle guards and wing fences, and provide such watchman and flagman services as may be required to safeguard railroad operations during the construction period.

Railroad will, at its own expense, install preservative treated timber headers on both sides of the rails in such a manner as to provide a flangeway and contain the surfacing material.

After completion of the project, Applicant will maintain the highway with its appurtenances and facilities, including the pavement between the rails, and the advance warning signs. Railroad will maintain the railroad tracks, ties, ballast and other railroad facilities, and the crossing signs.

From the foregoing, it is concluded that the construction of a crossing at grade at this location will constitute no undue hazard under present and foreseeable conditions of rail and highway traffic, is necessary to the improvement and revision of the highway in the area, is in the public interest, and the application should be granted. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the HAY CANYON

CREEK GRADE CROSSING project, in the Southwest Quarter (SW$\frac{1}{4}$) of Section 30, Township 1 North, Range 18 East, Willamette Meridian, in Sherman County, Oregon, is granted; and it is further

ORDERED that the crossing be constructed in a good and workmanlike manner and in conformity as to location, grade and angle of crossing with plan and profile submitted with the application and by this reference made a part hereof; and it is further

ORDERED that prior to construction, Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall at their own cost and expense, where necessary revise and rebuild that part of the track lying within the travelled portion of the highway so as to preclude such construction in the immediate future; and install preservative treated timber headers on both sides of the rails in such a manner as to provide a flangeway and contain the surfacing material; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise the construction, and finance the cost of the project from Federal and State highway funds; and shall reimburse Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, for all necessary expenses incurred by them in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memoranda Nos. 30-3 and 21-10, issued by the Bureau of Public Roads, and amendments thereof and supplements thereto; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, subject to said reimbursement, revise, rearrange and reinstall where necessary signal and communication lines, right of way fences, cattle guards and wing fences, and provide such watchman and flagman services as may be required to safeguard railroad operations during the construction period; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, subject to reimbursement as set forth above, install at proper locations at the crossing two Commissioner's Standard No. 1R reflectorized crossing signs; and that Oregon State Highway Commission shall, at its own expense, install at proper locations on the highway two reflectorized advance warning signs of standard size and design; and it is further

ORDERED that Oregon State Highway Commission shall, at its own expense, lower the existing ground elevation of the area between the railroad right of way and the highway right of way west of the crossing so as to permit vehicle drivers an unobstructed vision of a train approaching the crossing from the west for a distance of 500 feet along the track at a point on the highway 300 feet from the crossing; and it is further

ORDERED that after completion of the crossing, Oregon State Highway Commission shall, at its own expense, maintain the highway with its appurtenances and facilities, including the pavement between the rails, and the advance warning signs; and that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall at their own expense maintain their tracks, ties, ballast and other railroad facilities, and the reflectorized crossing signs; and it is further

ORDERED that the designation 2D-19.38 is assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 20th day of April 1959.

Joel C Hill
Public Utility Commissioner

(SEAL)

FORM E-30X—50M—6-58—13046
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Pux-306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 8, 1959
Salem Office

SUBJECT: Pux 306-Hay Canyon Cr. G-Xing
OWRR & N Co. (Sherman Co.)

To: Mr. Dean Swift
Division Engineer
Bend, Oregon

Hearing on the above titled crossing has been set by the Public Utilities Commissioner for 2:30 p.m., Monday, January 19, 1959, in the Sherman County Courthouse at Moro. A copy of the petition was sent to you under date of December 1, 1958.

It will be necessary that there be present as a witness for the Commission an engineer who is thoroughly familiar with the proposed crossing, including the financing thereof. Will you please advise by teletype the name of the engineer who will be present.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. Tom Edwards

NOTED
[illegible]

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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5504

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 20, 1959

Clarence Braden Construction Co.,
22 W. Alder Street
Walla Walla
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5504, awarded June 25, 1959, for structures-grading-oiling the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

5504 7 21 59

Monthly Transaction No. 7-106	Fo R-2 (5-29-57)	State **Oregon**
Project Report No. S-49(7) 4	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Sherman**
		Project No. **S-49(7)**

5504 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction FA 12 to West end S-49(4)
(Wasco-Hay Canyon Section)

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	2-11-56	----
Rights-of-Way		
Construction	2-12-59	6.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 619,242.00	Federal funds $ 382,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 20, 1959**

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wasco-Hay Canyon Section, Project No. S-49(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 7, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Wasco-Hay Canyon Section, Project No. S-49(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-49(7)

WASCO-HAY CANYON SECTION OF THE WASCO-HEPPNER HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 7, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 25,000.00

Type Code 5231
Roadway (Sta. 0+26 thru Equa. 15+70.20=12+35.69 to Sta. 357+70.58)(Contract No. 5504)

Clearing and Grubbing	All	Required		$ 7,420.00
Drainage Excavation, Unclassified	1,900	cu. yds.	$ 3.00	5,700.00
General Excavation, Unclassified	371,600	cu. yds.	0.50	185,800.00
Short Overhaul	744,600	yd. sta.	0.005	3,723.00
Long Overhaul	52,500	C-yd. sta.	0.30	15,750.00
Finishing Roadbed and Slopes	6.78	miles	300.00	2,034.00
Rounding Cutbanks	28,700	lin. ft.	0.13	3,731.00
18-inch Corrugated Metal Pipe, 14 gage, Protected Invert	190	lin. ft.	6.00	1,140.00
18-inch Corrugated Metal Pipe, 12 gage, Protected Invert, Under RR	50	lin. ft.	7.50	375.00
24-inch Corrugated Metal Pipe, 12 gage, Under RR	30	lin. ft.	18.50	555.00
48-inch Corrugated Metal Pipe	350	lin. ft.	18.25	6,387.50
60-inch Corrugated Metal Pipe	170	lin. ft.	30.00	5,100.00
72-inch Corrugated Metal Pipe	96	lin. ft.	36.00	3,456.00
12-inch Concrete Pipe	1,100	lin. ft.	2.20	2,420.00
18-inch Concrete Pipe	1,700	lin. ft.	4.00	6,800.00
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36-inch Concrete Pipe	190	lin. ft.	9.75	1,852.50
8-inch Sewer Pipe	270	lin. ft.	1.25	337.50
12-inch Sewer Pipe	500	lin. ft.	2.50	1,250.00
15-inch Sewer Pipe	500	lin. ft.	3.25	1,625.00
Extra for Pipe Under Pavement	60	lin. ft.	5.00	300.00
Class "A" Concrete in Box Culverts	110	cu. yds.	55.00	6,050.00
Metal Reinforcement in Box Culverts	15,400	cu. yds.	0.14	2,156.00
Concrete Manholes	3	only	350.00	1,050.00
Concrete Inlets, Type "G"	4	only	150.00	600.00
Metal Guard Rail	9,600	lin. ft.	2.40	23,040.00
Salvaging and Reinstalling Metal Guard Rail	400	lin. ft.	1.50	600.00
White Guide Posts, Double Reflector	170	only	5.50	935.00
Coarse Crushed Material in Base	73,100	tons	1.30	95,030.00
3/4" - 0 Material in Base	14,400	tons	1.40	20,160.00
Sprinkling	2,000	M-gals.	4.00	8,000.00
Preparation of Base	6.78	miles	150.00	1,017.00
3/4" - 0 Material in Binder Course	840	cu. yds.	1.40	1,176.00
Furnishing and Placing Aggregates	4,380	cu. yds.	1.40	6,132.00
RC-3 Asphalt	130	tons	44.00	5,720.00

120-150 Asphalt	340 tons	$ 42.00	$ 14,280.00
RS-1 Asphalt	100 tons	44.00	4,400.00
Extra for Oiling Approaches	45 only	22.00	990.00
			$451,052.50
Flagging (57½% of Contractors Cost)	All Required		500.00
Signing (Permanent)	All Required		1,200.00
Seeding and Mulching	All Required		3,450.00
Work by Wasco Electric Co-op	All Required		1,200.00
Work by Pacific Power and Light Co.	All Required		330.00
	Subtotal		$457,732.50
	10% Engr. & Cont.		45,773.25
	Total		$503,505.75

Type Code X021
Hay Canyon Creek Bridge #8613 (Sta. 346+12 to Sta. 347+56)
(Contract No. 5504)

Structural Excavation	200 cu. yds.	$ 11.00	$ 2,200.00
Class "A" Concrete	All Required		22,225.00
Metal Reinforcement	All Required		10,224.62
8-inch Metal Drain Pipe	50 lin. ft.	3.00	150.00
			$ 34,799.62

Type Code X021
Grass Valley Canyon Cr. Bridge #8614 (Sta. 286+58 to Sta. 288+40)
(Contract No. 5504)

Structural Excavation	175 cu. yds.	$ 6.00	$ 1,050.00
Furnish 10" BP 42# Steel Piling	385 lin. ft.	6.50	2,502.50
Drive Steel Piles	14 only	50.00	700.00
Splice Steel Piles	3 only	25.00	75.00
Class "A" Concrete	All Required		29,440.00
Metal Reinforcement	All Required		13,665.00
8-inch Metal Drain Pipe	85 lin. ft.	3.00	255.00
			$ 47,687.50

Subtotal	$ 82,487.12
10% Engr. & Cont.	8,248.71
Total	$ 90,735.83

Length of Roadway - - - - - - - - - - - -	6.771 Miles
Length of 2 Structures- - - - - - - - - -	0.062 Mile
Total Length- - - - - - - - - - - - - - -	6.833 Miles
Cost of Roadway Per Mile- - - - - - - - -	$ 74,362.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 15,000.00	$ 10,000.00
Roadway	503,505.75	311,000.00	192,505.75
Structure	90,735.83	56,000.00	34,735.83
	$619,241.53	$382,000.00	$237,241.58

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint: Chap. 529, Laws 1939

WASCO-HAY CANYON SECTION

PROJECT NO. S-49(7)

Estimated costs of work by the Pacific Power and Light Co.

Labor -	$ 232.36	
Materials -	114.68	
Equipment -	19.75	
Salvage Credit- -	37.42	Cr.
	$ 329.37	
Use	$ 330.00	

FORM E-90X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1958

SUBJECT: Utility Adjustments
Wasco-Hay Canyon Section
Wasco-Heppner Highway
Sherman County

To: Mr. S. H. Probert
Office Engineer
Office

ATTENTION: Mr. V. G. O'Neil

On the above named project there are utility facilities which must be adjusted and for which the State is obligated to pay. Estimates for the reimbursable work are as follows:

Wasco Electric Co-op	$1,200
Pacific Power and Light	600
Hay Canyon Telephone Co-op	50
Total	$1,850

Tom Edwards
Construction Engineer

By

FBKlaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

cc: J. W. Nash

S-49(7)

Moro Grain Growers Association

MORO, OREGON

To Mr.Vernon Shull, Resident Engineer
P.O.Box 420 The Dalles, Oregon

Date 6/8/59 .

We have notice from the Oregon State Highway Department asking us to raise our phone line near our Hay Canyon elevator facilities to a clearance level of 40' above presmnt ground level.

As soon as we can obtain the services of a climber from the Dalles we will have this done, at no cost to the State Highway Department.

Moro Grain Growers Assn.

Signed Mgr.

A

RECEIVED
JUL - 7 1959
FOR FILING

J49(7)

5504

Salem, Oregon
July 6, 1959

Wasco-Hay Canyon Section
Wasco-Heppner Secondary Hwy.

Mr. J. W. DeSouza

Herewith duplicate copies of an agreement with the Union Pacific Railroad Company covering the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County.

We have gone over these from an engineering standpoint and are willing to approve them. There is a new requirement in Section 3 on page 6 under Maintenance, whereby we are agreeing to reimburse the Railroad Company for maintenance on two culverts which we are building under its tracks. In view of the fact that these are drainage structures which did not exist before, the Railroad Company perhaps has some reason for requesting this commitment on our part.

Will you please examine these and, if found satisfactory, have the Secretary send them to the Commission for execution.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
JUL - 1 1959
FOR FILING
55-4

June 30, 1959

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

I am attaching hereto the copy of your letter of June 25 giving us permit of entry on the Wasco-Hay Canyon Section in Sherman County. This has been endorsed by the State Highway Engineer, signifying his acceptance of the conditions. The matter of payment for the encroachment easement will be presented to the Highway Commission for its action at the Highway Commission meeting.

I wish to thank you for this accommodation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. G. H. Baker
Mr. W. C. Williams
Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

June 25, 1959

C 315-2-3

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to Orders Nos. 36639 and 36716 of the Oregon Public Utility Commissioner relating to grade crossing at Mile Post 19.50 and 10.73 on the Grass Valley Branch:

We understand it is your desire to award contracts for construction of these crossings tomorrow and that you therefore request authority to enter upon our right of way in advance of execution of formal agreement covering.

Indicative of our desire to be cooperative with the State Highway Department, you are hereby granted permit of entry on the right of way at the locations requested upon the condition that the State will execute customary form of agreement when presented, which agreement shall include provisions for usual insurance and for reimbursement by the State to the Railroad for any expense incurred by the latter, as well as $300 consideration for encroachment easement. Presentation of satisfactory insurance will, of course, be required before actual entry is made, but with this advance authority, you will be enabled to make award of contract.

To express your agreement and concurrence to the above, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Yours very truly,

D. F. Wengert

Accepted this 24th day of
June, 1959
STATE OF OREGON
By
State Highway Engineer

A

RECEIVED
JUN 26 1959
FOR FILING

S 43(7)

5504

June 26, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5504 for structures, grading and oiling work on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County.

In general, the work to be performed does not conflict with railroad facilities except for installation of sewer outfall under your track just west of the west end of the project; drainage and roadwork at track crossings in the vicinity of Stations 48+74 and 285+37, and channel change slope encroachment between Stations 305 and 316.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations With Railroad Company". Also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 42 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:mfh

cc: Mr. G. S. Paxson
Mr. J. W. DeSousa

RECEIVED
JUN 30 1959

FOR FILING

[illegible]

5504

June 25, 1959

Clarence Braden Construction Company
22 West Alder
Walla Walla, Washington

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for two structures, grading and oiling on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County for the sum of $543,339.62 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5504.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 25, 1959

Clarence Braden Construction Company
22 West Alder
Walla Walla, Washington

Contract for structures, grading and oiling on Wasco-Hay Canyon Section of Wasco-Heppner Highway in Sherman County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUN 26 1959
FOR FILING
S-49(7)
55

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started June 17, 1959, on Contract No 5504, Wasco-Hay Canyon Section in Sherman County, in connection with Federal Aid Project No. S-49(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

RECEIVED
JUN 9 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1959

SUBJECT: Pux 307 - Spanish Hollow Cr. G-Xing
OWRR & N Co. - Wasco Secondary Hwy.
Sherman County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Herewith I hand you copy of Order No. 36716, issued by the Public Utility Commissioner under date of June 3, 1959, relative to above titled project.

The order appears to be issued in accordance with the petition and with the testimony and agreements made at the hearing.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson
Tom Edwards (3)
Dean Swift (2)
Curt Baker (4)
F. B. Crandall (2)

Order #36716

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2646

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the SPANISH HOLLOW CREEK GRADE CROSSING project, in the Southwest quarter (SW¼) of Section 10, Township 1 North, Range 17 East, W.M., in Sherman County, Oregon.	ORDER

The above entitled matter was duly heard on Monday, January 19, 1959, at 3:30 P.M., in the Sherman County Courthouse, Moro, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

For Applicant:

Robert A. Holland, Staff Attorney, Salem, Oregon
Representing Oregon State Highway Commission

For Respondent:

Robert B. Batchelder, Attorney, Portland, Oregon
Representing Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company

On December 1, 1958, the State of Oregon, by and through its State Highway Commission, (Applicant) filed its application requesting authority to construct a crossing at grade of the tracks and right of way of the Grass Valley Branch of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, (Respondent) on the Wasco-Heppner Secondary Highway No. 300, known as the SPANISH HOLLOW CREEK GRADE CROSSING project, in Sherman County, Oregon.

Answer of Railroad, filed December 22, 1958, agrees as to work to be done and allocation of costs of construction and protecting the crossing as set out in the application, except that Item (c) under "THINGS TO BE

DONE BY RAILROAD COMPANY" should require that Railroad provide adequate headers or guard rails for retention of pavement, revise right-of-way fences, and install cattle guards and wing fences at the sole cost and expense of State; further, that reimbursement to Railroad for work to be done should be in accordance with Policy and Procedure Memoranda Nos. 30-3 and 21-10 issued by the Bureau of Public Roads, and amendments thereto and supplements thereto. No answer was filed by Sherman County.

At the time of hearing, the application was amended in accordance with the said allegations contained in the Answer of Railroad, including raising communication lines over said crossing where necessary.

Evidence was adduced, the hearing completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The crossing will be part of the improvement of a revised location of the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway No. 300, under a Federal Aid Improvement Program. The construction is necessary for the service, accommodation and convenience of the public since the existing highway is inadequate for present highway needs. It would be impracticable and uneconomical to construct a grade separation since there are only four train movements per week in this area, at speeds not in excess of 25 miles per hour. The estimated average daily traffic on the highway at the crossing is 90 vehicles per day, with normal annual increases anticipated.

From a point on the highway 500 feet from either side of the crossing, the vision of trains approaching is unobstructed for a minimum distance of 1,200 feet and for a maximum distance of 2,000 feet.

Because of the limited traffic and the unobstructed vision of trains near the crossing, reflectorized crossing signs, with proper advance warning signs on the highway, are adequate for the protection of the crossing.

The proposed road at the crossing will be on tangent alignment and will intersect the centerline of the railroad track at an angle of 24 degrees 49 minutes 50 seconds in the southeast quadrant. An oil mat wearing surface will provide a roadway width of 20 feet. The road will approach the crossing from the east on a descending grade of 4.28%; from the west on an ascending grade of 0.80%. These tangent grades are connected by a 900-foot vertical curve.

Applicant will prepare plans and specifications, award contracts and supervise construction of the crossing; provide and install advance warning signs at proper locations; and, further, will reimburse Railroad for all necessary expenses incurred by it in connection with the project, which are reimbursable under and not prohibited by the terms of Policy and Procedure Memoranda Nos. 30-3 and 21-10 issued by the Bureau of Public Roads, and amendments thereof and supplements thereto.

Railroad will, at its own expense, provide and install preservative treated ties on or along that portion of the track covered by the highway crossing, and make such repairs to its track structure as are necessary to insure against need for repairs in the immediate future.

Railroad will, subject to reimbursement, furnish and install at proper locations two Commissioner's Standard No. 1R reflectorized crossing signs, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the construction of the crossing, and provide adequate headers or guard rails for the retention of the pavement, revise right-of-way fences and install cattle guards and wing fences, and, where necessary, raise communication lines over said crossing.

After completion of the crossing, Applicant will, at its own expense, maintain the highway with its appurtenances and facilities, including the pavement between the rails; and Railroad will, at its own expense, maintain the railroad tracks, ties and ballast and other railroad facilities.

Railroad makes no objection to the construction of a crossing at this location under the terms and conditions outlined herein.

From the foregoing, it is concluded that the construction of a grade crossing at this location will constitute no undue hazard to rail and vehicle traffic, is necessary to the improvement and revision of the highway, is in the public interest and the application should be granted under the provisions of ORS 763.020; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Wasco-Heppner Secondary Highway No. 300, known as the SPANISH HOLLOW CREEK GRADE CROSSING project, in the Southwest quarter (SW¼) of Section 10, Township 1 North, Range 17 East, Willamette Meridian, in Sherman County, Oregon, is granted; and it is further

ORDERED that the crossing shall be constructed in a good and workmanlike manner and in conformity as to location, grade and angle of crossing with plan and profile submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise construction of the crossing, and, at its own expense, provide and install two advance warning signs at proper locations on the highway; and, further, shall reimburse Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, for all necessary expenses incurred by it in connection with the project, which are reimbursable under and not prohibited by the terms of Policy and Procedure Memoranda Nos. 30-3 and 21-10 issued by the Bureau of Public Roads, and amendments thereof and supplements thereto; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, at their own expense, repair their track and roadbed within the crossing area where necessary, and provide and install preservative treated ties on or along that portion of the track covered by the highway crossing; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall subject to said reimbursement, acquire and install adequate preservative treated headers or guard rails at proper locations between the rails in such a manner as to retain the surfacing material and provide a flangeway, provide such watchmen and flagmen as may be required to protect traffic upon the railroad during the construction period, revise right-of-way fences and install cattle guards and wing fences, and, where necessary, raise communication lines over said crossing; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, subject to said reimbursement, provide and install two Commissioner's Standard No. 1R reflectorized crossing signs, one on each side of the crossing and in advance of the tracks at proper locations; and it is further

ORDERED that after completion of the crossing, Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall maintain, at their own expense, the railroad tracks, ties, ballast and other railroad facilities; and Oregon State Highway Commission shall maintain, at its own expense, the highway with its appurtenances and facilities, including the pavement between the rails; and it is further

ORDERED that the designation 2D-10.58 is assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 3rd day of June 1959.

Public Utility Commissioner

(SEAL)

RECEIVED
JAN 9 - 1959
FOR FILING

Const
Grade Xings
P.U.C. 307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 8, 1959
Salem Office

SUBJECT: Pux 307-Spanish Hollow Cr. G-Xing
OWRR & N Co. (Sherman Co.)

To:

Mr. Dean Swift
Division Engineer
Bend, Oregon

Hearing on the above titled crossing has been set by the Public Utilities Commissioner for 3:30 p.m., Monday, January 19, 1959, in the Sherman County Courthouse at Moro. A copy of the petition was sent to you under date of December 1, 1958.

It will be necessary that there be present as a witness for the Commission an engineer who is thoroughly familiar with the proposed crossing, including the financing thereof. Will you please advise by teletype the name of the engineer who will be present.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. Tom Edwards

FILED
FORREST COOPER

RECEIVED
MAY 2[illegible] 1959
FOR FILING

S 49(7)

5504

May 28, 1959

Clarence Braden Construction Company
22 West Alder
Walla Walla, Washington

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your bid in the amount of $543,339.62 for two structures, grading and oiling on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, which was the low bid received for that job on May 26, 1959.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage
L. D. Merchant

RECEIVED
MAY 26 1959

FOR FILING
S 49(7)

5504

May 25, 1959

1287

Mr. E. E. Shull
Moro, Oregon

Dear Sir:

Reference is made to your letter of May 16 drawing attention to the position of your artesian well with relation to our proposed Wasco-Hay Canyon construction project.

Please be advised that we have called the attention of prospective contractors to your well. I attach hereto the amendment to our special provisions for the job, of which this protective clause becomes a part.

I wish to thank you for drawing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

LHY:fp ae

REFERRED TO
Cooper
by State Highway Engineer

Please [illegible]

Moro, Oregon

May 18, 1959

Mr. W. C. Williams
State Highway Engineer,
Salem, Oregon

Dear Sirs,

We are aware that you are familiar with the setting of our artesian well, a short distance off Highway 206 in the Hay Canyon Section in Sherman County.

This is a priceless asset to us. It is cemented at about 125 ft depth and capped under State Regulations. It has a flow of 600 gallons and a pressure of 30 lbs. It is our only supply of household and irrigation water.

We feel that any bidders on the contract for construction of the Hay Canyon-Wasco Highway should be informed regarding the well, as the foreman of the construction company that blasted in Bull Canyon in the spring of 1958 said they could not lighten their charges because of the extra cost to the company.

Most Sincerely,

E E Shull

Edw
Reply
Should we note in contract?

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1959
FOR FILING

S-49(7)
R. M. BROWN
DISTRICT ENGINEER
NORTHWESTERN DISTRICT
5504

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

829 PITTOCK BLOCK
PORTLAND 5, OREGON

May 19, 1959

Mr. W. C. Williams
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

I have your letters of May 14th relating to special provisions and plans for paving work on the Glover-Perry Section of the Old Oregon Trail Highway in Union County and the grading and oiling work on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, both of which I am transmitting to Division Engineer R. E. Haacke.

In connection with these highway matters, it will be appreciated if you will direct your general correspondence to Division Engineer Haacke, 2525 North Larrabee, Portland, merely furnishing a carbon copy to me where appropriate for my files.

Very truly yours,
R M Brown

RECEIVED
MAY 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1959
FOR FILING

S-49(7)

3504

May 14, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans for structures, grading and oiling work on the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in Sherman County, bids for which are to be received in Salem on May 26, 1959.

In general the work to be performed does not conflict with railroad facilities except for installation of sewer outfall under your track just west of the west end of the project (sheet 3 of the plans); drainage and roadwork at track crossings in the vicinity of Stations 48+74 and 285+37 (sheets 4 and 12 of the plans) and channel change slope encroachment between Stations 305 and 316 (sheet 13 of the plans).

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations with Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 42 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:gh
cc: G. S. Payson
J. W. DeSouza

jel p

RECEIVED
MAR 13 1959
FOR FILING

S.49(7)

5504

Salem, Oregon
March 12, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2063

Cooperative Construction Agreement
Wasco-Hay Canyon Section
Wasco-Heppner Highway
City of Wasco

Mr. C. G. Swenson
Engineer, City & County Relations
Office

550

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Wasco covering the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in the City of Wasco.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Wasco.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1959

SUBJECT: Cooperative Construction Agreement
Wasco-Hay Canyon Section
Wasco-Heppner Highway
City of Wasco

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 31, 1957 and August 1, 1958

C. G. Swenson
Engineer, County & City Relations

By

J. D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Feb 20-1959

APPROVED BY HIGHWAY COMMISSION
DATE 11-1-57 min page 53 & 8-1-58 min page 69
Floyd Query
Secretary

R

RECEIVED
MAR 13 1959
FOR FILING

S-49(7)

5504

March 12, 1959

Geraldine A. Engberg, Recorder
City Hall
Wasco, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Wasco a fully executed copy of an agreement between the State Highway Commission and the City of Wasco covering the Wasco-Hay Canyon Section of the Wasco-Heppner Highway in the City of Wasco.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach: 1

U-222(5) Corvallis Sec. of reloc. 1959
Corvallis-Newport Hwy.
#5505 (Grad. & Pav.) [redacted]

CYA
2061
&
2078

RECEIVED
JUL 19 1962

FOR FILING

55.05

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 18, 1962

08-35.5 A. W. Parsons, Division Engineer
Salem, Oregon

BY: L. R. Backlund
Administrative Manager

Oregon Project U-222(5)
Corvallis-Newport Highway
Voucher No. 8 - Final
Net amount claimed, $86,352.00

The subject voucher has been approved in the reduced amount of $85,542.21. Deduction has been made in accordance with the attached Schedules of Exceptions Nos. 1, 2, 3, 5, 6 & 7.

Total amount of deductions	$1,266.69
Federal-aid pro-rata	63.93%
Net deduction	$ 809.79

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with IM-4-1-61.

Attachments

original To Young
with attachments
7-19-62

NOTED
R. L. PORTER

Contract 5505 2-15-62

RECEIVED FEB 20 1962

FOR FILE

Monthly transaction number	Form -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 14 U-222 (5)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
		Project number U-222(5)

[illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 25, 1960, is hereby modified as follows:

Revised estimated total cost of project $ 862,700

Revised Federal funds $ 543,669

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of February, 1962.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By	~~By~~ C. G. Polk Division Engineer
1453 State Highway Engineer (Title)	By: R C Wright R. C. Wright Administrative Manager
By	
(Title)	
By	
(Title)	

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the Corvallis Section, Project No. U-222(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

ntract 5505 0-25-60

RECEIVED
NOV - 2 1960 10 114
FOR FILING

Monthly transaction number	Fo -2A (5- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 12 U 222(5)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
		Project number U-222(5)

5505

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 30, 1959, is hereby modified as follows:

Revised estimated total cost of project	$ 873,591
Revised Federal funds	$ 534,000
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of October, 1960.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By	XX C. G. Polk Division Engineer
~~Deputy~~ State Highway Engineer (Title)	By: R C Wright R. C. Wright Administrative Manager
By (Title)	
By (Title)	

USComm-DC 11170

October 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Corvallis Section, Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Corvallis Section, Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

Oregon State Highway Department

Federal Aid
Project No. U-222(5)

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN BENTON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 12,000.00

Type Code 6201
Roadway (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5905)

Clearing and Grubbing	All	Required		$ 30,000.00
Removal of Curbs	840	lin.ft.	$ 1.50	1,260.00
Removal of Walks	930	sq.yds.	1.50	1,395.00
Removal of Catch Basins	4	only	20.00	80.00
Drainage Excavation, Unclassified	1,032	cu.yds.	2.00	2,064.00
Embankment in Place	303,300	cu.yds.	.60	181,980.00
Furnishing and Placing Topsoil	5,000	cu.yds.	1.20	6,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,400	lin.ft.	.20	680.00
12-inch Concrete Pipe	400	lin.ft.	2.30	920.00
18-inch Concrete Pipe	470	lin.ft.	4.75	2,232.50
24-inch Concrete Pipe	130	lin.ft.	6.35	825.50
Extra for Pipe Under Pavement	54	cu.yds.	4.20	226.80
8-inch Sewer Pipe	200	lin.ft.	1.70	340.00
1½-inch Electrical Conduit	740	lin.ft.	1.60	1,184.00
Concrete Manholes	4	only	315.00	1,260.00
Concrete Inlets, Type "G"	6	only	145.00	870.00
Concrete Curbs	50	cu.yds.	52.00	2,600.00
Concrete Walks	100	sq.yds.	3.75	375.00
Concrete Driveways	100	sq.yds.	4.20	420.00
Class "A" Concrete	170	cu.yds.	45.00	7,650.00
Metal Reinforcement	21,400	lbs.	.135	2,889.00
Metal Guard Rail	4,240	lin.ft.	2.45	10,388.00
Type 2 Fence	900	rods	5.60	5,040.00
Type 3 Fence	70	rods	18.00	1,260.00
Loose Riprap	600	cu.yds.	4.50	2,700.00
White Guide Posts, Double Reflector	50	only	5.10	255.00
Guide Posts, Type "W-1"	90	only	4.75	427.50
Coarse Crushed Material in Base	75,260	tons	1.75	131,705.00
3/4" - 0 Material in Base	7,800	tons	2.10	16,380.00
Sprinkling	1,860	M-gals.	2.70	5,022.00
Preparation of Base	All	Required		1,050.00
3/4" - 0 Material in Binder Course	420	cu.yds.	4.00	1,680.00
Furnishing and Placing Aggregates	1,420	cu.yds.	4.00	5,680.00
RC-3 Asphalt	66	tons	49.00	3,234.00
120-150 Asphalt	108	tons	47.50	5,130.00

RS-1 Asphalt	32 tons	$ 47.50	$ 1,520.00
Extra for Oiling Approaches	2 only	26.50	212.00
Class "B" Asphaltic Concrete	8,340 tons	7.08	59,047.20
Extra for Paving Approaches	18 only	26.50	477.00
Asphaltic Concrete Traffic Markers	3,320 lin.ft.	1.05	3,4[illegible]6.00
			$501,945.50
Work by Western Union Co.	All Required		1,700.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,600.00
Pruning Trees	All Required		250.00
Signing (Temporary)	All Required		1,000.00
Work by City of Corvallis (Water)	All Required		4,300.00
			$514,295.50

Type Code Y002
Signing (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5551)

Sign Installation, Complete	All Required	$ 7,212.00

Type Code Y030
Illumination (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5790)

Roadway and Sign Illumination	All Required	$ 15,629.00
	Subtotal	$537,136.50
	10% Engr. & Cont.	53,713.50
	Total	$590,850.00

Type Code X028
Box Culvert (Oak Creek)(Sta. 294+61.13 to Sta. 294+86.67)(Contract No. 5505)

Drainage Excavation, Unclassified	140 cu.yds.	$ 2.00	$ 280.00
Class "A" Concrete	380 cu.yds.	45.00	17,100.00
Metal Reinforcement	50,800 lbs.	.135	6,858.00
			$ 24,238.00

Type Code X121
Southern Pacific R.R. Overcrossing (Sta. 3[illegible]3+69.00 to Sta. 325+64.00)(Contract No. 5551)

Structural Excavation	250 cu.yds.	$ 6.00	$ 1,500.00
Furnish Steel Piling	2,920 lin.ft.	5.50	16,060.00
Drive Piles	72 only	60.00	4,320.00
Splice Piles	7 only	40.00	280.00
Class "A" Concrete (913 cu.yds.)	All Required		55,693.00
Metal Reinforcement (255,200 lbs.)	All Required		28,072.00
Metal Parapet Rail	347 lin.ft.	5.00	1,735.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$108,220.00

Type Code X231
4th Street Overcrossing (Sta. 330+59.6 to Sta. 335+30.6)(Contract No. 5551)

Structural Excavation	325 cu.yds.	$ 6.00	$ 1,950.00
Furnish Treated Timber Piling	4,490 lin.ft.	1.10	4,939.00
Drive Piles	143 only	60.00	8,580.00
Class "A" Concrete (356 cu.yds.)	All Required		50,504.00
Metal Reinforcement (196,700 lbs.)	All Required		21,637.00
Structural Steel (46,000 lbs.)	All Required		13,800.00
Metal Parapet Rail	952 lin.ft.	5.00	4,760.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
Concrete Slab Riprap	200 sq.yds.	4.00	800.00
			$107,470.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Work by Southern Pacific Co.	All Required		6,000.00
	Subtotal		$246,128.00
	10% Engr. & Cont.		24,612.80
	Total		$270,740.80

Length of Roadway . . . . 1.855 Miles
Length of 3 Structures . . . . 0.038 Mile
Total Length . . . . 1.893 Miles
Cost of Roadway Per Mile $318,517.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 7,000.00	$ 5,000.00
Roadway	590,850.00	362,000.00	228,850.00
Structures	270,740.80	165,000.00	105,740.80
	$873,590.80	$534,000.00	$339,590.80

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

CORVALLIS SECTION

Project No. U-222(5)

Estimated cost of work by the Western Union Telegraph Co.

Labor		$1,385.00
Materials		215.00
Transportation on Materials		62.00
Equipment		114.00
Credit		56.00 Cr.
		$1,720.00
	Use	$1,700.00

Estimated cost of work by the City of Corvallis

Equipment		$ 696.00
Materials		2,452.70
Labor		830.00
Miscellaneous		611.65
Salvage Credit		200.00 Cr.
		$4,390.35
	Use	$4,300.00

Estimated costs of work by the Southern Pacific Company

Track Work		$3,672.00
Relocate Bldg., etc.		836.00
Equipment		170.00
Freight		170.00
Material Handling		19.00
Accounting and Billing		754.00
Contingencies, Items		55.00
		$6,062.00
	Use	$6,000.00

Oregon State Highway Department

Federal Aid
Project No. U-222(5)

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, August 15, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 12,000.00

Type Code 6201
Roadway (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5505)

Clearing and Grubbing	All	Required		$ 30,000.00
Removal of Curbs	840	lin.ft.	$ 1.50	1,260.00
Removal of Walks	930	sq.yds.	1.50	1,395.00
Removal of Catch Basins	4	only	20.00	80.00
Drainage Excavation, Unclassified	1,032	cu.yds.	2.00	2,064.00
Embankment in Place	303,300	cu.yds.	.60	181,980.00
Furnishing and Placing Topsoil	5,000	cu.yds.	1.20	6,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,400	lin.ft.	.20	680.00
12-inch Concrete Pipe	400	lin.ft.	2.30	920.00
18-inch Concrete Pipe	470	lin.ft.	4.75	2,232.50
24-inch Concrete Pipe	130	lin.ft.	6.35	825.50
Extra for Pipe Under Pavement	54	cu.yds.	4.20	226.80
8-inch Sewer Pipe	200	lin.ft.	1.70	340.00
1½-inch Electrical Conduit	740	lin.ft.	1.60	1,184.00
Concrete Manholes	4	only	315.00	1,260.00
Concrete Inlets, Type "G"	6	only	145.00	870.00
Concrete Curbs	50	cu.yds.	52.00	2,600.00
Concrete Walks	100	sq.yds.	3.75	375.00
Concrete Driveways	100	sq.yds.	4.20	420.00
Class "A" Concrete	170	cu.yds.	45.00	7,650.00
Metal Reinforcement	21,400	lbs.	.135	2,889.00
Metal Guard Rail	4,240	lin.ft.	2.45	10,388.00
Type 2 Fence	900	rods	5.60	5,040.00
Type 3 Fence	70	rods	18.00	1,260.00
Loose Riprap	600	cu.yds.	4.50	2,700.00
White Guide Posts, Double Reflector	50	only	5.10	255.00
Guide Posts, Type "W-1"	90	only	4.75	427.50
Coarse Crushed Material in Base	75,260	tons	1.75	131,705.00
3/4" - 0 Material in Base	7,800	tons	2.10	16,380.00
Sprinkling	1,860	M-gals.	2.70	5,022.00
Preparation of Base	All	Required		1,050.00
3/4" - 0 Material in Binder Course	420	cu.yds.	4.00	1,680.00
Furnishing and Placing Aggregates	1,420	cu.yds.	4.00	5,680.00

RC-3 Asphalt	66	tons	$ 49.00	$ 3,234.00
120-150 Asphalt	108	tons	47.50	5,130.00
RS-1 Asphalt	32	tons	47.50	1,520.00
Extra for Oiling Approaches	2	only	26.50	212.00
Class "B" Asphaltic Concrete	8,340	tons	7.08	59,047.20
Extra for Paving Approaches	18	only	26.50	477.00
Asphaltic Concrete Traffic Markers	3,320	lin.ft.	1.05	3,486.00
				$501,945.50

Work by Western Union Co.	All Required	1,700.00
Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Seeding and Mulching	All Required	2,600.00
Pruning Trees	All Required	250.00
Signing (Temporary)	All Required	1,000.00
Work by City of Corvallis (Water)	All Required	4,300.00
		$514,295.50

Type Code Y002
Signing (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5551)

Sign Installation, Complete	All Required	$ 7,212.00

Type Code Y030
Illumination (Sta. 235+20.15 to Sta. 334+90)

Roadway and Sign Illumination	All Required	$ 19,500.00
	Subtotal	$541,007.50
	10% Engr. & Cont.	54,100.50
	Total	$595,108.00

Type Code X028
Box Culvert (Oak Creek)(Sta. 294+61.13 to Sta. 294+86.87)(Contract No. 5505)

Drainage Excavation, Unclassified	140	cu.yds.	$ 2.00	$ 280.00
Class "A" Concrete	380	cu.yds.	45.00	17,100.00
Metal Reinforcement	50,800	lbs.	.135	6,858.00
				$ 24,238.00

Type Code X121
Southern Pacific R.R. Overcrossing (Sta. 323+89.80 to Sta. 325+64.80)(Contract No. 5551)

Structural Excavation	250	cu.yds.	$ 6.00	$ 1,500.00
Furnish Steel Piling	2,920	lin.ft.	5.50	16,060.00
Drive Piles	72	only	60.00	4,320.00
Splice Piles	7	only	40.00	280.00

Class "A" Concrete (913 cu.yds.)	All Required		$ 55,693.00
Metal Reinforcement (255,200 lbs.)	All Required		28,072.00
Metal Parapet Rail	347 lin.ft.	$ 5.00	1,735.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$108,220.00

Type Code X231
4th Street Overcrossing (Sta. 330+59.6 to Sta. 335+30.6)(Contract No. 5551)

Structural Excavation	325 cu.yds.	$ 6.00	$ 1,950.00
Furnish Treated Timber Piling	4,490 lin.ft.	1.10	4,939.00
Drive Piles	143 only	60.00	8,580.00
Class "A" Concrete (856 cu.yds.)	All Required		50,504.00
Metal Reinforcement (196,700 lbs.)	All Required		21,637.00
Structural Steel (46,000 lbs.)	All Required		13,800.00
Metal Parapet Rail	952 lin.ft.	5.00	4,760.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
Concrete Slab Riprap	200 sq.yds.	4.00	800.00
			$107,470.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
Work by Southern Pacific Co.	All Required		6,000.00
	Subtotal		$246,128.00
	10% Engr. & Cont.		24,612.80
	Total		$270,740.80

Length of Roadway	1.855 Miles
Length of 3 Structures	0.038 Mile
Total Length	1.893 Miles
Cost of Roadway Per Mile	$320,812.93

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Preliminary Engineering		$ 12,000.00	$ 7,000.00	$ 5,000.00
Roadway		595,108.00	362,000.00	233,108.00
Structures		270,740.80	165,000.00	105,740.80
	*	$877,848.80	$534,000.00	$343,848.80

* Status	Total Cost	Federal Funds
Project Agreement	$856,399.05	$521,000.00
PS & E	21,449.75	13,000.00
	$877,848.80	$534,000.00

CORVALLIS SECTION

Project No. U-222(5)

Estimated cost of work by the Western Union Telegraph Co.

Labor	$1,385.00	
Materials	215.00	
Transportation on Materials	62.00	
Equipment	114.00	
Credit	56.00	Cr.
	$1,720.00	
Use	$1,700.00	

Estimated cost of work by the City of Corvallis

Equipment	$ 696.00	
Materials	2,452.70	
Labor	830.00	
Miscellaneous	611.65	
Salvage Credit	200.00	Cr.
	$4,390.35	
Use	$4,300.00	

Estimated cost of work by the Southern Pacific Company

Track Work	$3,672.00
Relocate Bldg., etc.	836.00
Equipment	170.00
Freight	170.00
Material Handling	19.00
Accounting and Billing	754.00
Contingencies, Items	55.00
	$6,062.00
Use	$6,000.00

5505 30-59

RECEIVED

FOR FILING

Monthly Transaction No. 1592	For (9-) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S **Oregon**
		County **Benton**
Project Report No. 8 U-222(5)	FEDERAL-AID PROJECT AGREEMENT	Project No. **U-222(5)**

5505

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Alsea Hwy. Jct. (FAS 144) to Corvallis (FA 9 Jct.)
(Alsea Hwy. Jct.-Corvallis Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	7-8-58	----
Rights-of-Way		
Construction	5-8-59	1.9
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 856,399	Federal funds $ 521,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **December 30, 1959**

USComm-DC 40257

December 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Corvallis Section, Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

November 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Corvallis Section, Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. U-222(5)

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$ 12,000.00

Type Code 6201
Roadway (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5505)

Clearing and Grubbing	All	Required		$ 30,000.00
Removal of Curbs	840	lin.ft.	$ 1.50	1,260.00
Removal of Walks	930	sq.yds.	1.50	1,395.00
Removal of Catch Basins	4	only	20.00	80.00
Drainage Excavation, Unclassified	1,032	cu.yds.	2.00	2,064.00
Embankment in Place	303,300	cu.yds.	.60	181,980.00
Furnishing and Placing Topsoil	5,000	cu.yds.	1.20	6,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,400	lin.ft.	.20	680.00
12-inch Concrete Pipe	400	lin.ft.	2.30	920.00
18-inch Concrete Pipe	470	lin.ft.	4.75	2,232.50
24-inch Concrete Pipe	130	lin.ft.	6.35	825.50
Extra for Pipe Under Pavement	54	cu.yds.	4.20	226.80
8-inch Sewer Pipe	200	lin.ft.	1.70	340.00
1½-inch Electrical Conduit	740	lin.ft.	1.60	1,184.00
Concrete Manholes	4	only	315.00	1,260.00
Concrete Inlets, Type "G"	6	only	145.00	870.00
Concrete Curbs	50	cu.yds.	52.00	2,600.00
Concrete Walks	100	sq.yds.	3.75	375.00
Concrete Driveways	100	sq.yds.	4.20	420.00
Class "A" Concrete	170	cu.yds.	45.00	7,650.00
Metal Reinforcement	21,400	lbs.	.135	2,889.00
Metal Guard Rail	4,240	lin.ft.	2.45	10,388.00
Type 2 Fence	900	rods	5.60	5,040.00
Type 3 Fence	70	rods	18.00	1,260.00
Loose Riprap	600	cu.yds.	4.50	2,700.00
White Guide Posts, Double Reflector	50	only	5.10	255.00
Guide Posts, Type "W-1"	90	only	4.75	427.50
Coarse Crushed Material in Base	75,260	tons	1.75	131,705.00
3/4" - 0 Material in Base	7,800	tons	2.10	16,380.00
Sprinkling	1,860	M-gals.	2.70	5,022.00
Preparation of Base	All	Required		1,050.00
3/4" - 0 Material in Binder Course	420	cu.yds.	4.00	1,680.00
Furnishing and Placing Aggregates	1,420	cu.yds.	4.00	5,680.00
RC-3 Asphalt	66	tons	49.00	3,234.00
120-150 Asphalt	108	tons	47.50	5,130.00
RS-1 Asphalt	32	tons	47.50	1,520.00
Extra for Oiling Approaches	2	only	26.50	212.00
Class "B" Asphaltic Concrete	8,340	tons	7.08	59,047.20
Extra for Paving Approaches	18	only	26.50	477.00
Asphaltic Concrete Traffic Markers	3,320	lin.ft.	1.05	3,486.00
				$501,945.50

Work by Western Union Co.	All Required	$ 1,700.00
Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Seeding and Mulching	All Required	2,600.00
Pruning Trees	All Required	250.00
Signing (temporary)	All Required	1,000.00
Work by City of Corvallis (Water)	All Required	4,300.00
		$514,295.50

Type Code X002
Signing (Sta. 235+20.15 to Sta. 314+90)(Contract No. 5551)

Sign Installation, Complete	All Required	$ 7,212.00
	Subtotal	$521,507.50
	10% Engr. & Cont.	52,150.75
	Total	$573,658.25

Type Code X028
Box Culvert (Oak Creek)(Sta. 294+61.13 to Sta. 294+86.87)(Contract No. 5505)

Drainage Excavation, Unclassified	140 cu.yds.	$ 2.00	$ 280.00
Class "A" Concrete	380 cu.yds.	45.00	17,100.00
Metal Reinforcement	50,800 lbs.	.135	6,858.00
			$ 24,238.00

Type Code X121
Southern Pacific R.R. Overcrossing (Sta. 323+89.80 to Sta. 325+64.80) (Contract No. 5551)

Structural Excavation	250 cu.yds.	$ 6.00	$ 1,500.00
Furnish Steel Piling	2,920 lin.ft.	5.50	16,060.00
Drive Piles	72 only	60.00	4,320.00
Splice Piles	7 only	40.00	280.00
Class "A" Concrete (913 cu.yds.)	All Required		55,693.00
Metal Reinforcement (255,200 lbs.)	All Required		28,072.00
Metal Parapet Rail	347 lin.ft.	5.00	1,735.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$108,220.00

Type Code X231
4th Street Overcrossing (sta. 330+59.6 to Sta. 335+30.6)(Contract No. 5551)

Structural Excavation	325 cu.yds.	$ 6.00	$ 1,950.00
Furnish Treated Timber Piling	4,490 lin.ft.	1.10	4,939.00
Drive Piles	143 only	60.00	8,580.00
Class "A" Concrete (856 cu.yds.)	All Required		50,504.00
Metal Reinforcement (196,700 lbs.)	All Required		21,637.00
Structural Steel (46,000 lbs.)	All Required		13,800.00
Metal Parapet Rail	952 lin.ft.	5.00	4,760.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
Concrete Slab Riprap	200 sq.yds.	4.00	800.00
			$107,470.00

Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
Work by Southern Pacific Co.	All Required	6,000.00
	Subtotal	$246,128.00
	10 % Engr. & Cont.	24,612.80
	Total	$270,740.80

Length of Roadway	1.855 mile
Length of 3 Structures	0.038 mile
Total Length	1.893 mile
Cost of Roadway per mile	$309,249.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$12,000.00	$ 7,000.00	$ 5,000.00
Roadway	573,658.25	349,000.00	224,658.25
Structure	270,740.80	165,000.00	105,740.80
	$856,399.05	$521,000.00	$335,399.05

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

CORVALLIS SECTION

Project No. U-222(5)

Estimated cost of work by the Western Union Telegraph Co.

Labor	$ 1,385.00
Materials	215.00
Transportation on Materials	62.00
Equipment	114.00
Credit	56.00 Cr.
	$ 1,720.00
Use	$ 1,700.00

Estimated cost of work by the City of Corvallis

Equipment	$ 696.00
Materials	2,452.70
Labor	830.00
Miscellaneous	611.65
Salvage Credit	200.00 Cr.
	$ 4,390.35
Use	$ 4,300.00

Estimated costs of work by the Southern Pacific Company

Track Work	$ 3,672.00
Relocate Bldg., etc.	836.00
Equipment	170.00
Freight	170.00
Material Handling	19.00
Accounting and Billing	754.00
Contingencies, Items	55.00
	$ 6,062.00
Use	$ 6,000.00

Oregon State Highway Department

Federal Aid
Project No. U-222(5)

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, May 5, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 12,000.00

Type Code 6201
Roadway (Sta. 235+20.15 to Sta. 334+90)

Clearing and Grubbing	All	Required	$	$ 20,000.00
Removal of Curbs	840	lin. ft.	0.40	336.00
Removal of Walks	930	sq. yds.	0.40	372.00
Removal of Catch Basins	4	only	25.00	100.00
Drainage Excavation, Unclassified	1,032	cu. yds.	3.00	3,096.00
Embankment in Place	303,300	cu. yds.	0.45	136,485.00
Furnishing and Placing Topsoil	5,000	cu. yds.	1.25	6,250.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,400	lin. ft.	0.20	680.00
12-inch Concrete Pipe	400	lin. ft.	2.50	1,000.00
18-inch Concrete Pipe	470	lin. ft.	4.50	2,115.00
24-inch Concrete Pipe	130	lin. ft.	6.00	780.00
Extra for Pipe Under Pavement	54	cu. yds.	3.50	189.00
8-inch Sewer Pipe	200	lin. ft.	2.00	400.00
1½-inch Electrical Conduit	740	lin. ft.	1.75	1,295.00
Concrete Manholes	4	only	250.00	1,000.00
Concrete Inlets, Type "G"	6	only	90.00	540.00
Concrete Curbs	50	cu. yds.	50.00	2,500.00
Concrete Walks	100	sq. yds.	4.50	450.00
Concrete Driveways	100	sq. yds.	4.50	450.00
Class "A" Concrete	170	cu. yds.	55.00	9,350.00
Metal Reinforcement	21,400	lbs.	0.15	3,210.00
Metal Guard Rail	4,240	lin. ft.	3.00	12,720.00
Type 2 Fence	900	rods	5.50	4,950.00
Type 3 Fence	70	rods	14.50	1,015.00
Loose Riprap	600	cu. yds.	4.00	2,400.00
White Guide Posts, Double Reflector	50	only	4.50	225.00
Guide Posts, Type "W-1"	90	only	4.00	360.00
Coarse Crushed Material in Base	75,260	tons	1.75	131,705.00
3/4" - 0 Material in Base	7,800	tons	1.85	14,430.00
Sprinkling	1,860	M-gal.	3.00	5,580.00
Preparation of Base	All	Required		750.00
3/4" - 0 Material in Binder Course	420	cu. yds.	3.50	1,470.00
Furnishing and Placing Aggregates	1,420	cu. yds.	3.50	4,970.00
RC-3 Asphalt	66	tons	45.00	2,970.00
120-150 Asphalt	108	tons	43.00	4,644.00
RS-1 Asphalt	32	tons	45.00	1,440.00
Extra for Oiling Approaches	8	only	30.00	240.00
Class "B" Asphaltic Concrete	8,340	tons	6.00	50,040.00
Extra for Paving Approaches	18	only	30.00	540.00

Asphaltic Concrete Traffic Markers	3,320 lin. ft.	$1.00	$ 3,320.00
			$436,367.00
Work by Western Union Co.	All Required		1,700.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,600.00
Pruning Trees	All Required		250.00
Signing (Temporary)	All Required		1,000.00
Signing (Permanent)	All Required		12,500.00
Work by City of Corvallis (Water)	All Required		3,200.00
Work by Pacific Power and Light Co.	All Required		500.00
Work by Pacific Tel. & Tel. Co.	All Required		300.00
	Subtotal		$460,917.00
	10% Engr. & Cont.		46,091.70
	Total		$507,008.70

Type Code X028
Box Culvert (Oak Creek)(Sta. 294+61.13 to Sta. 294+86.87)

Drainage Excavation, Unclassified	140 cu. yds.	$3.00	$ 420.00
Class "A" Concrete	380 cu. yds.	55.00	20,900.00
Metal Reinforcement	50,800 lbs.	0.15	7,620.00
	Subtotal		$ 28,940.00
	10% Engr. & Cont.		2,894.00
	Total		$ 31,834.00

Length of Roadway - - - - - - - - - 1.855 Miles
Length of 3 Structures- - - - - - 0.038 Mile
Total Length- - - - - - - - - - - - 1.893 Miles
Cost of Roadway Per Mile- - - - - $273,320.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 7,000.00	$ 5,000.00
Roadway	507,008.70	313,000.00	194,008.70
Structure	31,834.00	19,000.00	12,834.00
	$550,842.70	$339,000.00	$211,842.70

Retained in Program Status
Work: 2 Structures
Federal Funds: $215,000.00

CORVALLIS SECTION

PROJECT NO. U-222(5)

Estimated cost of work by the Western Union Telegraph Co.

Labor	$1,385.00
Materials	215.00
Transportation on Materials	62.00
Equipment	114.00
Credit	56.00 Cr.
	$1,720.00
USE	$1,700.00

Federal Aid
Project No. U-222(5)

Oregon State Highway Department

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 12, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 12,000.00

Type Code 6201
Roadway (Sta. 235+20.15 to Sta. 334+90)(Contract No. 5505)

Clearing and Grubbing	All	Required	$	$ 30,000.00
Removal of Curbs	840	lin. ft.	1.50	1,260.00
Removal of Walks	930	sq. yds.	1.50	1,395.00
Removal of Catch Basins	4	only	20.00	80.00
Drainage Excavation, Unclassified	1,032	cu. yds.	2.00	2,064.00
Embankment in Place	303,300	cu. yds.	0.60	181,980.00
Furnishing and Placing Topsoil	5,000	cu. yds.	1.20	6,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,400	lin. ft.	0.20	680.00
12-inch Concrete Pipe	400	lin. ft.	2.30	920.00
18-inch Concrete Pipe	470	lin. ft.	4.75	2,232.50
24-inch Concrete Pipe	130	lin. ft.	6.35	825.50
Extra for Pipe Under Pavement	54	cu. yds.	4.20	226.80
8-inch Sewer Pipe	200	lin. ft.	1.70	340.00
1½-inch Electrical Conduit	740	lin. ft.	1.60	1,184.00
Concrete Manholes	4	only	315.00	1,260.00
Concrete Inlets, Type "G"	6	only	145.00	870.00
Concrete Curbs	50	cu. yds.	52.00	2,600.00
Concrete Walks	100	sq. yds.	3.75	375.00
Concrete Driveways	100	sq. yds.	4.20	420.00
Class "A" Concrete	170	cu. yds.	45.00	7,650.00
Metal Reinforcement	21,400	lbs.	0.135	2,889.00
Metal Guard Rail	4,240	lin. ft.	2.45	10,388.00
Type 2 Fence	900	rods	5.60	5,040.00
Type 3 Fence	70	rods	18.00	1,260.00
Loose Riprap	600	cu. yds.	4.50	2,700.00
White Guide Posts, Double Reflector	50	only	5.10	255.00
Guide Posts, Type "W-1"	90	only	4.75	427.50
Coarse Crushed Material in Base	75,260	tons	1.75	131,705.00
3/4" - 0 Material in Base	7,800	tons	2.10	16,380.00
Sprinkling	1,860	M-gal.	2.70	5,022.00
Preparation of Base	All	Required		1,050.00
3/4" - 0 Material in Binder Course	420	cu. yds.	4.00	1,680.00
Furnishing and Placing Aggregates	1,420	cu. yds.	4.00	5,680.00
RC-3 Asphalt	66	tons	49.00	3,234.00
120-150 Asphalt	108	tons	47.50	5,130.00
RS-1 Asphalt	32	tons	47.50	1,520.00
Extra for Oiling Approaches	8	only	26.50	212.00

Class "B" Asphaltic Concrete	8,340 tons	$7.08	$ 59,047.20
Extra for Paving Approaches	18 only	26.50	477.00
Asphaltic Concrete Traffic Markers	3,320 lin. ft.	1.05	3,486.00
			$501,945.50
Work by Western Union Co.	All Required		1,700.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,600.00
Pruning Trees	All Required		250.00
Signing (Temporary)	All Required		1,000.00
Signing (Permanent)	All Required		12,500.00
Work by City of Corvallis (Water)	All Required		4,300.00
Work by Pacific Power & Light Co.	All Required		500.00
Work by Pacific Tel. & Tel. Co.	All Required		300.00
			$527,595.50

Type Code X002
Signing (Sta. 235+20.15 to Sta. 334+90)

Sign Installation Complete	All Required	$	$ 8,150.00
	Subtotal		$535,755.50
	10% Engr. & Cont.		53,575.55
	Total		$589,331.05

Type Code X028
Box Culvert (Oak Creek)(Sta. 294+61.13 to Sta. 294+86.87)(Contract 5505)

Drainage Excavation, Unclassified	140 cu. yds.	$2.00	$ 280.00
Class "A" Concrete	380 cu. yds.	45.00	17,100.00
Metal Reinforcement	50,800 lbs.	0.135	6,858.00
			$ 24,238.00

Type Code X121
Southern Pacific RR Overcrossing (Sta. 323+89.80 to Sta. 325+64.80)

Structural Excavation	250 cu. yds.	$5.00	$ 1,250.00
Furnish Steel Piling	2,920 lin. ft.	6.00	17,520.00
Drive Piles	72 only	60.00	4,320.00
Splice Piles	7 only	45.00	315.00
Class "A" Concrete (913 Cu.Yds. at $65.00)	All Required		59,345.00
Metal Reinforcement (255,200 Lbs. at $0.13)	All Required		33,176.00
Metal Parapet Rail	347 lin. ft.	5.00	1,735.00
8-inch Metal Drain Pipe	140 lin. ft.	4.00	560.00
			$118,221.00

Type Code X231
4th Street Overcrossing (Sta. 330+59.6 to Sta. 335+30.6)

Structural Excavation	325 cu. yds.	$5.00	$ 1,625.00
Furnish Treated Timber Piling	4,490 lin. ft.	1.15	5,163.50
Drive Piles	143 only	50.00	7,150.00

Class "A" Concrete (856 Cu.Yds. at $65.00)	All Required	$	$ 55,640.00
Metal Reinforcement (196,700 Lbs. at $0.13)	All Required		25,571.00
Structural Steel (46,000 Lbs. at $0.27)	All Required		12,420.00
Metal Parapet Rail	952 lin. ft.	5.00	4,760.00
8-inch Metal Drain Pipe	125 lin. ft.	4.00	500.00
Concrete Slab Riprap	200 sq. yds.	9.00	1,800.00
			$114,629.50
Flagging (57½% of Contractor's Cost)	All Required		200.00
Work by Southern Pacific Co.	All Required		6,000.00
	Subtotal		$263,288.50
	10% Engr. & Cont.		26,328.85
	Total		$289,617.35

Length of Roadway - - - - - - - - 1.855 Miles
Length of 3 Structures- - - - - 0.038 Mile
Total Length- - - - - - - - - - - 1.893 Miles
Cost of Roadway Per Mile- - - - $317,698.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 7,000.00	$ 5,000.00
Roadway	589,331.05	364,000.00	225,331.05
Structure	289,617.35	178,000.00	111,617.35
	$890,948.40	$549,000.00	$341,948.40

CORVALLIS SECTION

PROJECT NO. U-222(5)

Estimated cost of work by the Western Union Telegraph Co.

Labor	$ 1,385.00	
Materials	215.00	
Transportation of Materials	62.00	
Equipment	114.00	
Credit	56.00	Cr.
	$ 1,720.00	
USE	$ 1,700.00	

Estimated cost of work by the City of Corvallis

Equipment	$ 696.00	
Materials	2,452.70	
Labor	830.00	
Miscellaneous	611.65	
Salvage Credit	200.00	Cr.
	$ 4,390.35	
USE	$ 4,300.00	

Estimated cost of work by the Southern Pacific Co.

Track Work	$ 3,672.00
Relocate Bldg., etc.	836.00
Equipment	170.00
Freight	170.00
Material Handling	19.00
Accounting and Billing	754.00
Contingencies Items	55.00
	$ 6,062.00
USE	$ 6,000.00

RECEIVED
FEB 16 1962
FOR FILING

5505

Salem, Oregon
February 15, 1962

Oregon Project U-222(3)
Corvallis Section
Corvallis-Newport Highway
Contract No. 5505
Work done by S.P.R.R. Co.

Mr. F. D. Morgan
Construction Division

OFFICE

You have received a copy of Mr. Polk's letter of February 9th regarding the segregation of costs for the Railroad Protective Service on the subject-named project.

Will you please take the necessary action to establish the State contractors' share of these costs and advise this office?

L. H. Young
Office Engineer

LHY:mmb

cc: Mr. R. L. Porter

RECEIVED
MAY 24 1961

FOR FILING

U-222(5)

5514

May 23, 1961

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

You are hereby notified that a post-final payment will be made to Miller & Hutchins, Contractors, Inc., on contract #5505 for grading-paving the Corvallis Section of the Corvallis-Newport Highway in Benton County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $544,638.55, including the post-final payment of $4,034.30. Of the total, $6,651.54 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Miller & Hutchins, Contractors, Inc.,
100 Grant Smith Road
Roseburg
Oregon

RECEIVED
MAY 26 1961

NOTED
W. C. WILLIAMS

U-222(5)
5505

2

May 22, 1961

Corvallis Section
Contract No. 5505

FINAL COST ANALYSIS

Grading and Paving
Contractor: Miller & Hutchins
Resident Engineer: L. L. MacIntyre

Prefix No. 2-1044
Project No. U-222(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	30,000.00		15,716.04	30,000.00
Removal of Curbs	841.8	Lin. Ft.	1.50	1.27	1,071.76	1,262.70
Removal of Walks	716.4	Sq. Yd.	1.50	1.41	1,011.16	1,074.60
Removal of Catch Basins	6	Only	20.00	15.59	93.56	120.00
Drainage Excavation	1,626.91	Cu. Yd.	2.00	1.93	3,135.76	3,253.82
Embankment in Place	289,697.8	Cu. Yd.	0.60	0.78	225,835.54	173,818.68
Furnish & Place Topsoil	5,171.4	Cu. Yd.	1.20	1.11	5,748.35	6,205.68
Finish R.B. & Slopes	100%	All	2,000.00		2,022.48	2,000.00
Rounding Cutbanks	3,200	Lin. Ft.	0.20	0.21	673.80	640.00
12" Conc. Culv. Pipe	720	Lin. Ft.	2.30	2.25	1,620.00	1,656.00
18" Conc. Culv. Pipe	594	Lin. Ft.	4.75	4.65	2,762.10	2,821.50
24" Conc. Culv. Pipe	282	Lin. Ft.	6.35	6.25	1,762.50	1,790.70
Extra for Pipe under Pvmt.	56	Lin. Ft.	4.20	4.00	224.00	235.20
8" Sewer Pipe	854	Lin. Ft.	1.70	1.60	1,366.40	1,451.80
1-1/2" Elec. Conduit	657	Lin. Ft.	1.60	1.50	985.50	1,051.20
Concrete Manholes	3	Only	315.00	300.00	900.00	945.00
Conc. Inlets, Type "G"	7	Only	145.00	140.00	980.00	1,015.00
Concrete Curbs	46.79	Cu. Yd.	52.00	50.00	2,339.50	2,433.08
Concrete Walks	205.16	Sq. Yd.	3.75	3.60	738.58	769.35
Concrete Driveways	41.29	Sq. Yd.	4.20	4.00	165.16	173.42
Class "A" Concrete	580.11	Cu. Yd.	45.00	43.50	25,234.79	26,104.95
Metal Reinforcements	80,964.48	Lbs.	0.135	0.135	10,930.20	10,930.20
Metal Guard Rail	4,248	Lin. Ft.	2.45	2.45	10,407.60	10,407.60

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Type 2 Fence	844.2	Rod	5.60	5.50	4,643.10	4,727.52
Type 3 Fence	66.8	Rod	18.00	17.50	1,169.00	1,202.40
Loose Riprap	550	Cu.Yd.	4.50	4.26	2,344.46	2,475.00
White Guide Posts, Dbl.Reflec.	38	Each	5.10	4.95	188.10	193.80
Guide Posts, Type W-1	93	Each	4.75	4.50	418.50	441.75
Coarse Cr.Mat'l in Base	76,608.39	Ton	1.75	1.69	129,204.61	134,064.68
3/4"-0 Cr.Mat'l in Base	7,405.28	Ton	2.10	1.92	14,236.47	15,551.09
Sprinkling	2,061.9	M-Gal.	2.70	2.48	5,105.02	5,567.13
Preparation of Base	100%	All	1,050.00	1,000.00	1,000.00	1,050.00
3/4"-0 Mat'l in Binder Course	366	Cu.Yd.	4.00	3.30	1,207.80	1,464.00
Furnish & Place Aggregate	1,863	Cu.Yd.	4.00	3.40	6,334.20	7,452.00
RC-3 Asphalt	80.27	Ton	49.00	40.00	3,210.80	3,933.23
120-150 Asphalt	111.14	Ton	47.50	40.00	4,445.60	5,279.15
RS-1 Asphalt	30.79	Ton	47.50	45.00	1,385.55	1,462.53
Extra for Oiling Approaches	7	Only	26.50	25.00	175.00	185.50
Class "B" Asph.Concrete	9,119.43	Ton	7.08	6.03	55,028.24	64,565.56
Extra for Paving Approaches	19	Only	26.50	25.00	475.00	503.50
Asph.Conc.Traffic Markers	3,685	Lin.Ft.	1.05	0.60	2,211.00	3,869.25
PA#1 Borrow Mat'l from Private Source	100%	All	4,034.30		3,548.86	4,034.30
Signs	100%	All	195.86			-195.86
Force Account					6,651.54	6,651.54
					558,707.63	544,638.65

Gross Revenue	$ 544,638.65
Total Cost	558,707.63
Net Loss	$ 14,068.98

Net Loss equals 2.6% of Gross Revenue

DETAIL OF COST - Contract No. 5505

Labor:				
Supervision			$ 23,274.76	
Labor			125,537.42	
Labor Insurance			13,750.25	
Health, Welfare and Pension			4,665.35	$ 167,227.78
Materials:				
12" Conc. Culvert Pipe	720 Lin. Ft. @	$1.00	720.00	
12" Conc. Culvert Pipe	594 Lin. Ft. @	$2.05	1,217.70	
24" Conc. Culvert Pipe	282 Lin. Ft. @	$3.10	874.20	
8" Sewer Pipe	854 Lin. Ft. @	$0.48	409.93	
1-1/2" Elec. Conduit & Fittings	657 Lin. Ft. @	$0.80	525.60	
Base Rock & Aggregate Purchased from Builder Supply			83,840.00	87,587.42
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			115,196.18	
Equipment Rental, Hired			8,363.84	
Gas, Oil and Grease			13,313.74	
Bond			2,925.12	
Railroad Bond			1,491.76	
P.U.C.			1,064.50	
P.L. and P.D. Insurance			2,014.31	
Small Tools and Miscellaneous Supplies			2,355.70	
Move In, Freight and Cartage			2,731.98	
Amt. pd. Snook Bros. Concrete work & culvert pipe installations			38,455.58	
Amt. pd. Vern Hoaglin, guard rail, sight posts and fence			17,215.50	
Amt. pd. Corvallis Sand & Gravel Co., for paving			68,120.00	
Amt. pd. for Borrow Area			15,930.00	
Home Office and General Overhead			14,714.22	303,892.43
			TOTAL COST	$ 558,707.63

Remarks - Contract No. 5505

This was a "Federal Aid Urban Project" calling for grading and paving 1.85 miles of highway roadbed on the Corvallis Section of the Corvallis-Newport Highway in Benton County.

The contract was bid May 26, 1959, awarded June 25th. Work started June 17, 1959 and the project was completed September 27, 1960.

The contractor moved in two D-8 cats and clearing dozers and a crew of three men and started clearing on June 17th. The clearing consisted of a few ash trees and dense brush, one wooden bridge and one house and shed on the highway roadway. The balance of the clearing was on the state and the contractor's borrow areas. A good profit was realized on the clearing.

The contractor moved in one 3/4-cubic yard shovel with a dragline attachment and excavated for two box culverts on July 6th. On July 13th the contractor started excavating with three D-W21's, two tournapulls, one D-9 cat and dozer, three D-8 cats and dozers and one cat #12 blade at the state controlled borrow area near station 255. He completed the hauling from this borrow on August 22nd and started on his own borrow area, located 0.7 mile from station 292, on August 24th. Fair progress was made on the embankment. The contractor ran short of material from the state source resulting in using more from his source. The contractor suffered a loss on this item.

The concrete box culverts and the rest of the concrete items were built by Snook Brothers at below bid prices resulting in a profit to the contractor.

The crushed rock was purchased from the Builders Supply Company of Corvallis, hauled by the contractors and some hired trucks, and processed with the contractor's equipment.

The guard rail, sight posts and the Type 2 and 3 fences were installed by Vern Hoaglin who specializes in this type of work. Good progress was made on these items.

The Class "B" asphaltic concrete was mixed and laid by the Corvallis Sand and Gravel Company who have a commercial plant at Corvallis. Good progress was made on the laying of the Class "B" asphaltic concrete. A good profit was realized on the Class "B" by the contractor as the Corvallis Sand and Gravel Company subcontracted at below bid prices.

The contractor had good bid prices, with the exception of the embankment material, good equipment and fair supervision, thereby suffering a small loss.

M.N. Juve
Chief Cost Analyst

By George Kayser

RECEIVED
APR 21 1961
FOR FILING
4-222(5)
5505

Salem, Oregon
April 21, 1961

Memo. to the File

Corvallis Section
Corvallis-Newport Highway
Contract No. 5505

On March 23, 1961, Chief Counsel, Leonard I. Lindas, informed the contractor's attorney, Mr. Donald A. Dole of Roseburg, that a final claim that the contractor had presented would receive the department's recommendation in an amount of $4,034.30. This proposition of settlement was made in the spirit of compromise and to avoid litigation. It is because of this compromise offer, that I am approving Price Agreement No. 2 in the amount stated above.

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
FEB 8 1961
FOR FILING

U-222(5)

5515

February 8, 1961

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Conn.

Gentlemen:

State Highway contract #5505 for grading-paving the Corvallis Section of the Corvallis-Newport Highway in Benton County was completed by the contractor, Miller & Hutchins, Contractors, Inc., on September 27, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $15,883.51 will be released to the contractor on or after February 17, 1961. The total contract amount is $540,604.25, of which amount $6,651.54 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been satisfied.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Miller & Hutchins, Contractors, Inc.,
100 Grant Smith Road
Roseburg
Oregon

CEIVED
[illegible] 1961
FOR FILING

U-222(5)

5505

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1961

SUBJECT: Corvallis Section
Contract No. 5505

To:

MEMO TO THE FILES

A meeting was held in the Construction Department offices Wednesday, January 18th to further discuss the claims of the contractor, Miller and Hutchins, on this project. The following people were in attendance:

CONTRACTORS

Henry Miller
Thelmar Hutchins
Donald Dole, Attorney

STATE HIGHWAY DEPARTMENT

Tom Edwards, Construction Engineer
L. H. Young, Assistant Construction Engineer
F. B. Klaboe, Field Construction Engineer
R. D. Asburry, Assistant Division Engineer
L. L. MacIntyre, Resident Engineer
Frank McKinney, Attorney

This claim is composed of two parts which are, in some respects, closely interwoven. Part 1 is in an amount of about $2,678.42. This claim is based on the fact that the State-furnished borrow was 16,952 cubic yards short of the amount set up in the contract. The specifications stated that the contractor would be permitted to take borrow approximating 72,000 cubic yards from a State-owned and controlled source. When the contractor had excavated 50,000+ cubic yards from the site, he was estopped from taking further material from the source. The reason established by the Division Engineer was that he wished to save the site for a maintenance station site. The contractor had to secure additional borrow material (the specifications required that in addition to the State-furnished source, the contractor secure approximately 170,000 cubic yards of borrow). On a pro-rata basis of the figures submitted by the contractor, the cost of the 16,952 yards which he furnished in lieu of that material he was not permitted to remove from the State-owned source, was $2,678.42. This portion of the contractor's claim is valid and will be paid subject to audit and firming up of the contractor's costs of securing material. Maurice Juve is hereby instructed to audit the contractor's figure after first having discussed the problem with the undersigned.

The second portion of the contractor's claim is that the taking of the 16,952 cubic yards that the State borrow was short required him to remove a portion of the privately furnished borrow, which reduced the after value of said borrow $5,000. This was, as described by both attorneys, an "iffy iffy" claim, as the contractor had no substantiating documents to support his contention that he lost $5,000 through the maneuver.

Our appraisals of the loss in value due to removing the additional yardage amounts to $490. We are therefore in a position to offer only that amount as settlement for the demanded $5,000. The contractor stated, however, that he would make further investigations on his allegation and produce documentation for the $5,000 figure. If he is able to document this figure of $5,000 or some other figure, we will reopen the discussion in an attempt to settle it.

It was further brought out in connection with both claims that there is an overlapping of the money desired, since the contractor is not allowing any salvage value for the pro-rata share under Part 1 and then claims a big loss in salvage value as the second part of the claim. My instructions to Mr. Juve will encompass taking into account both parts of the claim as much as is possible the salvage value. It will, therefore, be impossible to actually settle Part 1 of the claim prior to getting further documentation from the contractor on Part 2.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp:jw

cc Forrest Cooper
Frank McKinney
J. D. Walker
M. N. Juve

RECEIVED

RECEIVED
DEC 19 1960
FOR FILING
4-222(5)

5505

December 16, 1960

Miller & Hutchins, Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Attention: Mr. Selmar A. Hutchins
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of December 13 and your attached letter, dated October 20, 1960, received from R. M. Wade & Co., thanking you for your assistance in collecting the account of Mr. Hoaglin.

This appears to be in connection with your contract No. 5505 for grading and paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

This information will be noted in our records and we will advise the surety of its receipt.

As requested, we are returning the letter from R. M. Wade & Co.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

Miller & Hutchins, Contractors, Inc.
100 GRANT SMITH ROAD
ROSEBURG, OREGON
PHONE OR 2-3376

Selmar A. Hutchins | Henry H. Miller

December 13, 1960

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed is our copy of R. M. Wade's letter concerning the claim on Contract 5505-Corvallis-Newport Highway per telephone conversation today between Selmar A. Hutchins and yourself.

Please return the letter for our files when you are through with it. Please note the date of the letter!

Very truly yours,

Selmar A. Hutchins by ejm

Selmar A. Hutchins, Sec. Treasurer
MILLER & HUTCHINS, CONTRACTORS, INC.

SAH:ejm

Encl

RECEIVED
DEC 15 1960
OREGON
STATE HIGHWAY COMMISSION

Miller & Hutchins, Contractors, Inc.
100 GRANT SMITH ROAD
ROSEBURG, OREGON
PHONE OR 2-3376

Selmar A. Hutchins
Henry H. Miller

December 13, 1960

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed is our copy of R. M. Wade's letter concerning the claim on Contract 5505-Corvallis-Newport Highway per telephone conversation today between Selmar A. Hutchins and yourself.

Please return the letter for our files when you are through with it. Please note the date of the letter!

Very truly yours,

Selmar A. Hutchins

Selmar A. Hutchins, Sec. Treasurer
MILLER & HUTCHINS, CONTRACTORS, INC.

SAH:ejm

Encl

RECEIVED
DEC 15 1960
OREGON
STATE HIGHWAY COMMISSION

WADE NEWBEGIN
President and
General Manager
H. D. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

R. M. WADE & CO.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL [illegible]

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

File

October 20, 1960

Miller & Hutchins Inc.
100 Grant Smith Road
Roseburg, Oregon

Gentlemen:

At this time we wish to thank you for the fine cooperation that you have given us in collecting the account of Mr. Hoaglin in regards to Contract #5505.

It has been our experience in the past that very few Prime Contractors will extend this courtesy.

Due to your fine cooperation, we feel that we can approve an order from a sub-contractor even if they are light financially as long as you are the Prime Contractor.

Again, many thanks for your help in the matter.

Very truly yours,

R. M. Wade & Co.

Howard J. Booth

Howard J. Booth
Credit Manager

HJB:s

H

RECEIVED
DEC 19 1960
FOR FILING

G-222 (5)
5505

December 16, 1960

The Travelers Indemnity Company
700 Main Street
Hartford 15, Conn.

Gentlemen:

We have received a letter, dated December 13, from Miller & Hutchins, Contractors, Inc., informing us that they have received a letter from R. M. Wade & Co., dated October 20, thanking them for their assistance in collecting the account of Mr. Hoaglin, subcontractor.

This appears to be in connection with Contract No. 5505 with Miller & Hutchins, Contractors, Inc., for grading and paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A description of the claim of R. M. Wade & Co. was outlined in our letter to you of July 25, 1960.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Miller & Hutchins, Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
ld

CWH:fp

RECEIVED
DEC 19 1960
FOR FILING
4-222 (5)

5505

December 16, 1960

The Travelers Indemnity Company
700 Main Street
Hartford 15, Conn.

Gentlemen:

We have received a letter, dated December 13, from Miller & Hutchins, Contractors, Inc., informing us that they have received a letter from R. M. Wade & Co., dated October 20, thanking them for their assistance in collecting the account of Mr. Hoaglin, subcontractor.

This appears to be in connection with Contract No. 5505 with Miller & Hutchins, Contractors, Inc., for grading and paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A description of the claim of R. M. Wade & Co. was outlined in our letter to you of July 25, 1960.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Miller & Hutchins, Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
dd

RECEIVED
DEC 19 1960
FOR FILING
U-222 (5)
5505

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Corvallis Section of the Corvallis-Newport Highway in Benton County, Contract No. 5505, Project No. U-222(5), was completed October 28, 1960.

This work was authorized under Order for State Force Work No. 3, dated October 7, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

41

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[illegible] 1960
FOR FILING

U-222 (5)

5505

December 14, 1960

Mr. Henry H. Miller, President
Miller and Hutchins, Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Dear Mr. Miller:

Reference is made to the Corvallis City Section of the Corvallis-Newport Highway, Contract No. 5505. We have your claim in the amount of $7,678.43. This claim results from a shortage which developed in the State-furnished borrow area allegedly requiring you to deplete your private-furnished sources in such a manner as to reduce their resale value.

We are, at the present time, making further investigations on this claim and expect that we will be ready to discuss it at a conference in Salem in about two weeks.

We feel that it would also be appropriate at this conference to further discuss your request for an extension of time and four claims on the Adel-Blizzard Gap Section.

Please contact Mr. Tom Edwards, Construction Engineer, in the near future and establish a suitable time for the meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

FBK:fp fn

Miller & Hutchins, Contractors, Inc.
100 GRANT SMITH ROAD
ROSEBURG, OREGON
PHONE OR 2-3376

Elmer A. Hutchins
Henry H. Miller

November 4, 1960

L. L. MacIntyre, Resident Engineer
Oregon State Highway Department
1101 North Pacific Highway
Albany, Oregon

Subject: CORVALLIS-NEWPORT HIGHWAY
Corvallis City Section
Borrow Pit-Contract 5505

Gentlemen:

Please refer back to your letter of January 22, 1960. At that time we gave you some tentative figures from our field office for an approximate cost on the private Borrow. That was, as I said, an approximate figure, and at this time we have the complete figures and will enclose our breakdown.

Our true costs and allowable overhead figure came to the amount of $30,606.55, instead of the former figure. This figure indicates a cost of $.158 per yard for the private borrow, according to your breakdown for 16,952 yards, or a total of $2678.43, plus the fact that by taking this additional material from the private borrow pit, we lost the sale of the property for the amount of $7500.00, for which we had a definite commitment.

Above this, we have had some problems and claims, from our borrow, which was not partly, but extensively created by having to strip all available material to make up for the shortage created by the misrepresentation on the State Borrow. We are enclosing copies that we made of some of these letters.

We feel that we are justified in asking for the $2678.43, plus a definite loss of at least $5000.00, in the value of our private borrow. It should also be considered that we should be entitled to some consideration from the standpoint of the claims arising from said private borrow.

We would appreciate hearing from you on this matter as soon as convenient.

$2678.43
5
$7678.43

Very truly yours,

Henry H. Miller

Henry H. Miller, President
MILLER & HUTCHINS, CONTRS., INC.

HHM:ejm

NO

Encl.

Miller & Hutchins, Contractors, Inc.
100 GRANT SMITH ROAD
ROSEBURG, OREGON
PHONE OR 2-3376

Selmar A. Hutchins
Henry H. Miller

February 9, 1960

Mr. L. L. MacIntyre, Resident Engineer
State Highway Department
State of Oregon
Salem, Oregon

Subject: Borrow Area

Dear Mr. MacIntyre:

With reference to page 10 of the special provisions pertaining to the 72,500 Cubic Yards of borrow material, we feel that we are not in a position to accept the offer as stated in your letter of January 22, 1960.

We feel that this is an unfair figure, due to the fact that at the time the contract was awarded on June 25, 1959, we had made arrangements to purchase 15 acres from Mr. & Mrs. Arnold for a borrow area. We had also made contact and had reached an agreement with another party, that if we could leave a portion 200' x 300' on the North West corner of this 15 acre parcel of land at the original ground level, we could resell the 15 acres for $7500.00

As it turned out, this would have been accomplished without any difficulty, had the State borrow pit not been short some 17,000 cubic yards. The shortage in the State borrow created another problem as we were forced to buy an additional 5 acres of ground adjoining the South end of the original 15 acres. This last parcel of ground had only approximately one acre of ground suitable for borrow, and we could excavate only an average of three feet, due to the water table. This forced us to move the high ground we had agreed to sell (the 200' X 300' of the 15 acres), thereby losing all value of this property.

Due to the shortage of yardage in the borrow area, we were forced, in order to continue operations, to over-excavate the grade between Brookland and Country Club Way, till we could get further arrangements made for this additional borrow, thereby creating some cross haul and the very definite extra cost of loading and placing the material. Furthermore, a considerable amount of material between Brookland and Country Club Way was unsuitable for subbase material, so we used it in the big fill, where the State again gained at no cost to them, for our hauling back good material in the over excavated area.

Miller & Hutchins, Contractors, Inc.
100 GRANT SMITH ROAD
ROSEBURG, OREGON
PHONE OR 2-3376

Selmar A. Hutchins
Henry H. Miller

Page 2

The additional parcel of 5 acres of land cost us $2000.00 in actual cash. This plus all our time and additional efforts should be worth some compensation. .

The figures given Mr. MacIntyre previously, were actual costs only, since then there has been another additional cost to Biggs & Allen of $89.90 and these costs did not include any of the liability on easements, bonds, crossing county roads, or the efforts of Company personel to obtain the extra borrow.

We also feel that if the 17,000 cubic yards were in the State borrow, we would have been compensated for part of the flagging costs, but since we hauled out of our borrow area, the State did not compensate for one of the flagmen at Brooklane.

All of this figured a direct loss to us the sale of the property for $7500.00, plus the loss of payment for one flagman for 10 days, and approximately 10 days hauling, plus the cost of the crosshaul, with a definite benefit to the State of several hundred dollars, plus a very definite liability on the property as it now stands.

Very truly yours,

Miller & Hutchins, Contrs., Inc.

HHM;ejm

cc: Mr. Tom Edwards
Mr. J. D. Walker

Albany, Oregon
January 22nd, 1960

Subject: CORVALLIS-NEWPORT HIGHWAY
Corvallis City Section
Borrow Pit-Contract 5505

Miller and Hutchins Contractors Inc.
100 Grant Smith Road
Roseburg, Oregon

Reference is made to page 10 of the special provisions which are a part of the records for the subject contract, whereupon it is represented that approximately 72,500 cubic yards of material was available at a specified borrow area for use in the embankments on the Corvallis project. Measurements indicate that 55,548 cubic yards of material, in place, was all of the material that could be removed from the area. This would be a shortage of 16,952 cubic yards. The present estimate of quantities used to provide the embankment in place to complete the contract item is 283,000 cubic yards, and if this was swelled by the conservative figure of 15% to get the amount of material in place that would have to be acquired to provide the embankment, the result would be 325,450 cubic yards. There was supplied in Highway cuts and borrow area, a total of 136,700 cubic yards in place for use in embankments. This would leave 188,750 cubic yards of material for embankments plus 5000 cubic yards of topsoil, or 193,750 cubic yards of material in place removed from your private borrow area.

You recently gave me some figures, which you stated was the amount of money spent by your company to develop the private borrow pit for material used on the subject contract. I attach a copy of these figures which total to $21,112.90. This would indicate that material in place at the private borrow cost your Company 10.897 cents per Cubic Yard. This cost prorated against the required amount of material deficient in the State Borrow Pit would be 10.897 cents times 16,952 Cubic Yards, or an amount of $1,847.26. The average distance to fills from the State Borrow is approximately the same as from your private borrow, So I would consider that no adjustment was necessary for haul.

I have talked this matter over with my superiors, who beleive that some sort of an adjustment is proper due to the shortage of material in State Borrow, and they agreed that I could submit a price agreement based on the above figures. This does not imply that such an agreement would be acceptable to those in higher authority, or the Bureau of Public Roads. The question was raised about the cost of Borrow development(cost listed by you) necessary if a deficiency at the Borrow had not occurred.

If this arrangement is not satisfactory to you, I am not free to negotiate further, and it will be necessary for you to present a claim for consideration by the proper officials of the Highway Department.

I would appreciate being advised as to your decision as soon as convenient.

NOTED
GERALD WIMER

NOTED
J. D. WALKER

NOTED
R. D. ASBURY

cc. J.D.Walker,Div. Eng.

Very truly yours

L.E.McIntyre, Resident Engineer

OREGON STATE HIGHWAY DEPT.
CONTRACT #5,505
CORVALLIS, OREGON

MILLER & HUTCHINS, CONTRACTORS, INC.
ROSEBURG, OREGON

COSTS IN CONNECTION WITH EASEMENT, PURCHASED PROPERTY AND BUILDING HAUL ROAD

EASEMENTS:			
	STRATTON	750.00	
	BEANE	750.00	
	ARNOLD	14130.00	
	O.S.COLLEGE	300.00	15930.00
ATTORNY FEES, ETC.:			
	BIGGS & ALLEN,ATTY	435.00	
	ROGER GEE, ENG.	666.30	1101.30
COST OF FENCING COLLEGE:			
	STEEL POSTS,FENCE	218.80	
	CORRUGATED PIPE	150.00	
	SUPERVISION	160.00	(4 Days at $40.00)
	2 LABORERS	169.60	(4 Days at 21.20)
	PICKUP RENTAL	28.00	726.40 (4 Days at 7.00)
CLEARING AND BUILDING HAUL ROAD:			
	ITEM BREAKDOWN		3355.20
	TOTAL COST		21112.90

AUGUST 18th & 19th, 1959 PIT COST BREAKDOWN,BUILDING HAUL RD.

		CHGE./HR	CLEAR	GRADE	TOTAL
D8 CAT W/BLADE		18.00	8HRS	8Hrs	288.00
D9 CAT W/BLADE& RIPPER		22.50	8	8	360.00
POWER SAWS		2.00	16		32.00
DW 21s		28.00		24	672.00
TOURNAPULLS		21.00		24	504.00
GRADER		14.00		8	112.00
SUPERVISION	(PER DAY)	40.00	1 Day	1 Day	80.00
FLAGGING	(61 DAYS)	21.20		61 Days	1293.20
PICKUP	(PER DAY)	7.00		2 Days	14.00

TOTAL (BUILD HUAL ROAD)————3355.20

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DEC 13 1960
FOR FILING

5505

December 12, 1960

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Miller & Hutchins, Contractors, Inc., on contract #5505 for grading-paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

This payment, in the amount of $11,310.03, will be released to contractor on or after December 22, 1960. The retained percentage is $16,022.76.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Miller & Hutchins, Contractors, Inc.,
100 Grant Smith Road
Roseburg
Oregon

RECEIVED
OCT 5 - 1960
FOR FILING

U-222 (5)

5505

October 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 27, 1960, on Contract No. 5505, Corvallis Section, in Benton County, in connection with Federal Aid Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By JAH

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

U-2:2(5)

14

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1st, 1960

Section CORVALLIS SECTION

Kind of work Grading & Paving

Highway Corvallis-Newport County Benton.

Section prefix 2-1044

Contractor Miller & Hutchins Contr's Inc.

Contract number 5505

Date of contract June 25th, 1959

Specified work days 170 Beg. 7-5-59

Date work started June 17th, 1959

Work days used 166

Project authorization . . . . . $ 621,857.25

Exclusive of engineering . . . . . $ 577,636.29

Per cent of time elapsed 97.6 %

Estimated cost of completed project, exclusive of engineering . . . $ 546,872.94

Estimated per cent ~~overrun~~ or underrun . . . - 5.3 %

Per cent of contract completed, based on estimated cost . . . 100.0 %

Engineering authorization . . . . $ 44,220.96

Engineering cost to date $ 35,682.80, 80.7 %

Date project was completed Sept. 27th, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100% m	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work Complete and travel has been routed through this section.

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED-- CE ACE ACE COE

Signed L. L. MacIntyre, Res. Eng.

Address 1101 N. Pacific Hwy., Albany, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.85	1.85		1.85	1.85
Miles partially completed	1.85	1.85		1.85	1.85
Miles completed	1.85	1.85		1.85	1.85
Total estimated quantities (contract)	308,300	83,060		140	8,340
Total quantities corrected to date	289,698	84,013		191	9,119
Estimated quantities moved or placed to date	289,698	84,013		191	9,119
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

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RECEIVED
[illegible] 1960
FOR FILING

U-222 (5)

~~CLAIM DEPARTMENT~~
WALLACE A. JOHNSON, Claim Manager

5505

The Travelers
The Travelers Insurance Company
The Travelers Indemnity Company

Equitable Building
421 S.W. Sixth Avenue
PORTLAND 4, OREGON
Telephone: CApitol 8-8219

August 10, 1960

State of Oregon
State Highway Dept.
Salem, Oregon

Attention: Mr. Floyd Query,
Secretary

Re: 133 FS 67
State of Oregon - Highway Comm.

Gentlemen:

Your letter dated July 25, 1960 directed to our Hartford, Connecticut Office relative to the above claim has been referred to this Office for attention.

Following receipt of the letter we have made inquiry that the claim of R. M. Wade and Company has been satisfied and unless we are informed to the contrary we will proceed with the closing of our record on the case.

Very truly yours,

Wallace Johnson

Wallace A. Johnson,
CLAIM MANAGER

WAJ:lb

RECEIVED
AUG 11 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JUL 26 1960
FOR FILING
U 222(5)

5525

July 25, 1960

The Travelers Indemnity Co.
700 Main Street
Hartford, 15, Connecticut

Gentlemen:

Attached is a copy of a claim in the amount of $2,716.53 which has been filed with the Secretary of State on July 21, 1960, by R. M. Wade & Co., Portland, for materials furnished to Miller & Hutchins, Contractors, Inc., prime contractor, and Vern Hoaglin Const. Co., subcontractor. This is Secretary of State File No. 3709.

This appears to be in connection with State Highway Contract No. 5505 for grading and paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Jewett, Barton, Leavy and Kern
Lewis Building
Portland, Oregon

Miller & Hutchins, Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Commissioners
W. C. Williams
Forest Cooper

NOTED ON CARD
dc

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 21, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Howard J. Booth, Credit Manager & Accountant, c/o R. M. Wade & Co., 1919 N. W. Thurman Street, Portland 9, Oregon and filed as of this date, a notice of claim by R. M. Wade & Co. of the above address for fencing, wire and posts in the sum of $2,716.53 against the bond taken from United Pacific Insurance Co., for the work of grading and paving on the Corvallis-Section of the Corvallis-Newport Highway, General Contractor, Miller & Hutchins, Inc., sub-contractor Vern Hoaglin Const. Co.. State Highway Contract No 5505.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

WADE NEWBEGIN
President and
General Manager
H. D. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

R. M. WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7383

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

July 19, 1960

Secretary of State
Salem, Oregon

Gentlemen:

Re: Gen. Cont. Miller & Hutchins, Inc.
Sub-Cont. Vern Heaglin Const. Co.
Bonding Co. United Pacific Ins. Co.
Contract # 5505
Project Corvallis-Newport Highway

"To the State of Oregon:

"Notice is hereby given that the undersigned, R. M. Wade & Co. has a claim fo r fencing, wire and posts, in the sum of $2,716.53 Dollars against the bond taken from United Pacific Insurance Co. for the work of grading and paving on the Corvallis-Section of the Corvallis-New port Highway.

R. M. Wade & Co.

By Howard J Booth
Credit Manager & Accountant

The Travelers Ind. Co., Hartford, Conn., is the surety. Sec. of State has been notified. C. W. Hfs 7-25-60

cc: Sec. of the State Highway Comm.
Miller & Hutchins, Inc.
United Pacific Ins. Co.

File # 3709

FILED
JUL 21 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 21 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

R. M. WADE & CO.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7383

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected for the Northwest

July 19, 1960

Secretary of State
Salem, Oregon

Gentlemen:

Re: Gen. Cont. Miller & Hutchins, Inc.
Sub-Cont. Vern Hoaglin Const. Co.
Bonding Co. United Pacific Ins. Co.
Contract # 5505
Project Corvallis-Newport Highway

"To the State of Oregon:

"Notice is hereby given that the undersigned, R. M. Wade & Co. has a claim for fencing, wire and posts, in the sum of $2,716.53 Dollars against the bond taken from United Pacific Insurance Co. for the work of grading and paving on the Corvallis-Section of the Corvallis-New port Highway.

The Travelers Ins. Co., Hartford, Conn, is surety. Sec of State has been notified also. JJ 7-25-60

R. M. Wade & Co.

By Howard J. Booth
Credit Manager & Accountant

cc: Sec. of the State Highway Comm.
Miller & Hutchins, Inc.
United Pacific Ins. Co.

RECEIVED
JUL 21 1960
OREGON
STATE HIGHWAY COMMISSION

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L 19 1960
FOR FILING

U 222(5)

5505

A

July 18, 1960

R. M. Wade & Company
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Howard J. Booth,
Credit Manager

Dear Sir:

We have your letter of July 15, in which you inquire into the status of completion on contract No. 5505, awarded to Miller and Hutchins, Inc., for grading and paving on the Corvallis Section of the Corvallis-Newport Highway.

At this date our records indicate that the contract has not been completed, nor has it been accepted by the State Highway Commission. The contract, however, as near as we can determine, is almost completed.

If you wish to file a claim against this contract, please let us know and give us the amount of the claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv

NOTED ON CARD

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager

Seattle Branch —
532 First Avenue So.
SEATTLE 4, WASHINGTON

R.M.WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE CAPITOL 8-7383

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected for the Northwest

July 15, 1960

Sec. of the State Highway Comm.
Salem, Oregon

Ref: Gen. Cont. Milles & Hutchins
Sub. Cont. Vern Hoaglin
Cont.# Oreg. State 5505
Corvallis, Newport Highway

Gentlemen:

We have furnished material to the above listed sub-contractor but at this time, we have not been paid for all of the material.

Please advise as to the status of this contract, whether it has been finished and accepted or if not, when the acceptance may be expected.

Very truly yours,

R. M. Wade& Co.

Howard J Booth

Howard J. Booth
Credit Manager

HJB/s

RECEIVED
JUL 18 1960
OREGON
STATE HIGHWAY COMMISSION

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DEC 31 1959
FOR FILING

U-222(5)

5505

Salem, Oregon
December 30, 1959

Overcrossing of Corvallis-
Philomath Highway by
Country Club Way

Mr. Tom Edwards

We have agreed with Benton County and the Corvallis School District to build an overcrossing carrying Country Club Way over the new Corvallis-Philomath Highway. There will be no connection of Country Club Way with the highway.

The matter has been discussed with Mr. Walker and I would ask that you get out the necessary survey authorization so that we can get a vicinity map.

GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

RECEIVED
DEC [illegible] 1959
FOR FILING
[illegible]
5505

A

December 24, 1959

Mr. Robert S. Brands
16356 S. E. Yamhill St.
Portland 33, Oregon

Dear Sir:

This is in reply to your letter of December 19 requesting the contractor's name and address who is doing construction work near your property.

In checking with our Legal and Right of Way Division, File No. 27421 reveals that the property is on the Corvallis Section of the Corvallis-Newport Highway in Benton County. Miller & Hutchins, Contractors, Inc., 100 Grant Smith Road, Roseburg, are the prime contractors on this grading and paving project, our Contract No. 5505.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Dec 19 1959

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DEC 2 2 1959
OREGON
STATE HIGHWAY COMMISSION

[illegible]
[illegible]
[illegible] highway dept

[illegible] 27-121
[illegible]

[illegible]

[illegible] highway [illegible]

[illegible]

Corvallis-Philomath Section
Corvallis Newport Hwy
Benton Co.

Miller & Hutchens Contrs Inc
#5505

[illegible]
2018 [illegible]

NOTED
C. W. HEAD

RECEIVED
1959
FOR FILING

COMMISSIONERS
M. H. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

4-222(1)

55.5

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

December 21, 1959

Mr. Ramon L. Pruiett
314 La Venture Street
Mt. Vernon, Washington

Dear Sir:

In line with your recent discussion with Mr. Barbee, we have had an investigation made of the probability of damage to your house in Corvallis adjacent to Brook Lane. It has been determined that there is a crack in two walls of the block building. Also in line with these, a crack shows in the existing ground.

How or when these could have occured is difficult to determine. Should it be that you consider these cracks to be caused by the road construction operations, you should contact the contractor on this project who is responsible for any damage he creates. The contractor is Miller & Hutchins, 100 Grant Smith Road, Roseburg, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Tom Edwards
Construction Engineer

DJB:law

cc: W. C. Williams ✓

RECEIVED
[illegible]

A

RECEIVED
DEC - 2 1959
FOR FILING

[illegible]
5505

December 1, 1959

1467

School Board
Corvallis, Oregon

Waldo S. Hardie and Son
Post Office Box 422
Eugene, Oregon

Annand, Boone and Lai
1530 S. W. Taylor
Portland, Oregon

Attention Mr. [illegible] Boone

Gentlemen:

Reference is made to Mr. Boone's letter of November 19 dealing further with disposal of storm water from the Junior High School site onto the state highway.

I find that, in the course of the preliminary design of the Junior High, you contacted Mr. Gerald Wimer, Assistant Division Engineer at Salem, and discussed your drainage proposal with him. Mr. Wimer states that you proposed at that time to run a drain line westerly from the school site to Country Club Way, thence northerly along Country Club Way to intersect the highway ditch. Mr. Wimer further states that you were advised at that time that this would be a diversion of waters naturally tributary to Squaw Creek into the Oak Creek drainage and would be unacceptable to the Highway Department. Your present installation has the same result.

In this connection, I wish to call your attention to the fact that our highway drainage system was not designed for this additional drainage and is not adequate to accommodate it. Further, the Highway Department cannot consent to diversion of water from one drainage into another.

If you wish to discuss this matter further, Mr. Tom Edwards, Construction Engineer for the State Highway Commission, will be glad to meet with you. His office is in the State Highway Building here in Salem, and his telephone number is EM 4-2171, extension 756.

Very truly yours,

W. C. Williams
State Highway Engineer

LHy:jw me
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. J. D. Walker
Mr. R. S. Sipprell
Mr. Roy Edgerton
Mr. L. L. MacIntyre
Mr. Howard C. Johnson

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 23, 1959

SUBJECT: Corvallis Section
Corvallis-Newport Highway
Contract No. 5505

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Herewith a copy of a communication from the architectural organization of Annand, Boone & Lei in which they react rather violently to Mr. Williams' letter of November 18 concerning the 12-inch storm sewer which they dumped onto our right of way at the new Junior High School site.

It is our thought that a meeting is in order between a representative of this firm and your office in which alternate methods of disposal of this water should be considered. The State's participation in this would be limited to granting of permits along or across the right of way for such disposal. If such a meeting is arranged, I would be glad to attend.

Please give this matter your early attention and give us a report with your comments on the various facets of the problem as set forth in Mr. Boone's letter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

RECEIVED
NOV 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Bring up
December 11

PLEASE RETURN TO
FURREST COOPER

CAPITOL 2-9258

ANNAND, BOONE & LEI
ARCHITECTS
O. E. A. BLDG., 1530 S. W. TAYLOR ST., PORTLAND 5, ORE.

November 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Subject: Corvallis Junior High School

Dear Mr. Williams:

I am in receipt of your letter of November 18th, in which you state that a portion of the rain drain line from this building cannot drain to your highway.

I should like to briefly review this situation with you, as you are apparently one of the few people I have not talked to in the Highway Department concerning this situation. Prior to completion of the plans for this structure, I came down to Salem and inquired in the Highway Department to determine with whom I should discuss this situation, along with the problem of the change in grade of Country Club Way, and how it would possibly effect our access and egress from the property. I talked with three or four different Engineer's, being shuttled from office to office, after explaining the situation and showing them the plans. I visited the Project Engineer in Albany, and discussed the whole problem again, and we discussed, among other things, the problem of Country Club Way traffic being routed over School District property during a portion of this road construction. I informed your Project Engineer that I had no authority to permit the use of their property and informed him when the School District would have their meeting and who he could contact to see that this access was approved. No permit was ever obtained by the Highway Department to use this property, the District was never contacted, but the property was used just the same.

I was informed by some of these Engineer's, which ones I could not tell now, that there was no problem involved, if we would do everything possible to minimize the amount of water that would go onto the new right-of-way; this was done. I also stated that any sort of a baffle or water deversion device that the Highway Department wished constructed at the outlet of this pipe, we would be very happy to do.

After the job was awarded and the line was extended to the Highway, we had many visitors from the various maintenance and construction divisions of the Highway Department, stating that a permit was required to make such a connection. This was news to me; however, there was no objection on anyones part to filing a permit, if and when we could ever find out how it was done, seeing that in similar situations throughout the State, I had never run into this particular requirement. I again went down to Salem and talked to another Engineer who said he would forward the information through the correct channels. I tried to contact the man in charge of maintenance in Corvallis, and later upon receipt of a letter from Mr. J.D. Walker, I had the Contracting firm, Waldo Hardie and Son, contact the Maintenance Division in Corvallis for the purpose of obtaining a permit. The procedure as outlined to Mr. Hardie was followed and there has been, to the best of my knowledge no information back from the State Highway Department until your letter of November 18th.

We are not trying to sabotage your new Highway, but are trying to solve a problem of disposal of rain water which we cannot stop from falling on the roof of this structure. The soil is such that it will not take the water by use of dry wells. I am also trying to find out what other rules and regulations of the Highway Department we might need to follow, and who I can talk to, to get the correct information on what can or cannot be done, and further what procedures have to be followed to get any particular job accomplished. What is the procedure for appealing your decision in your letter of November 18th.

I would appreciate a reply in the immediate future, as this situation is beginning to get rather serious. I had approval in July, the Contractor was ordered to stop in September, and in November, your letter to remove the line. I do not want to remove this line only on the right-of-way, as this would cause a real problem, but instead arrive at a solution that will result in a satisfactory situation for all concerned.

Yours very truly

ANNAND, BOONE & LEI
By

H B Boone

H. B. Boone

HBB/avm
cc-Jerry Wallace
Waldo Hardie and Son

RECEIVED
NOV 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1959
FOR FILING
[illegible]

November 18, 1959

School Board
Corvallis, Oregon

Waldo S. Hardie and Son
Post Office Box 422
Eugene, Oregon

Annand, Boone and Lei
1530 S. W. Taylor
Portland, Oregon

Gentlemen:

It has come to our attention that you have constructed a 12-inch storm sewer leading from the new Junior High School building being built near Country Club Way onto the right of way of the state highway being constructed southerly from Corvallis. This drain was constructed without permit of entry and is in violation of the Oregon statutes covering discharge of water onto the public highways. It was so constructed as to discharge upon the right of way at a point which would prove very detrimental to the highway roadbed.

We respectfully request that this storm sewer be removed forthwith.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. J. D. Walker
Mr. R. B. Sipprell
Mr. Roy Edgerton
Mr. L. L. MacIntyre
Mr. Howard C. Johnson

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1959

SUBJECT: Corvallis Section
Corvallis-Newport Highway
Contract No. 5505

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

It has come to my attention that Waldo S. Hardie and Son, contractors for the new Corvallis Junion High School, did in compliance with plans furnished by the architects, Annand, Boone and Lei, construct a 12-inch storm sewer draining into the roadbed ditch at approximately Station 272+74.

I attach a rough draft of a letter which I recommend be directed to both the contractor and the architects with a copy to the school board in Corvallis.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

Attach.

cc J. D. Walker
I. A. DeFrance
R. B. Sipprell
Roy Edgerton
L. L. MacIntyre
Howard C. Johnson

NOTED
FORREST COOPER

FORM E-30 8GM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1959

SUBJECT: Corvallis Section
Corvallis-Newport Highway
Contract No. 5505

To:

Mr. Tom Edwards
Construction Engineer
Department

Adjacent to this project at its intersection with Country Club Way, a large school is being constructed on the south side and easterly from said Country Club Way. Without any request for a permit the school contractors, Waldo S. Hardie and Son, have constructed a storm sewer drain from the buildings area northerly into our highway drainage ditch at approximately Station 272+74, the drain being built to plans furnished by the architects, Annand, Boone and Lei of Portland.

The drain consists of a 12-inch storm sewer, which the contractor constructed in a trench over our right of way. The drain is certainly a diversion of water, as natural drainage is to the southeast. I have had an investigation made by Roy Edgerton's staff as to the amount of drainage water we could expect from this school drain. The report is that the pipe would most certainly run to full capacity during even fairly heavy precipitation; in fact, their opinion is that it will not carry water from the design drainage area.

We would have to carry this water in our drain ditch easterly to Oak Creek, a distance of 2,100 feet. We would also have to increase our pipe across Brook Lane from 18 inches to 24 inches or install an additional pipe. I do not believe that we should permit this diversion into our drainage system. We have refused many such requests from private parties in the past.

When he first found the installation in the field, Resident Engineer MacIntyre talked with Mr. Boone of the architectural firm. Mr. Boone told him that the matter was all settled with Highway personnel, that he had talked to Salem about it. I then called Mr. Boone and attempted to find out who he claimed to have talked to. He was very indefinite and would give me no names, merely that he talked to someone in the department in Salem.

I suggested to him that in order to get the matter on record that he request a permit and advised him very frankly that my recommendation would be unfavorable.

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

I recommend that the request be turned down and that unless the pipe is removed on our right of way that we remove it and backfill the trench.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. P. M. Stephenson
Mr. I. A. DeFrance
Mr. R. B. Sipprell
Mr. Roy Edgerton
Mr. L. L. MacIntyre
Mr. Howard C. Johnson

WALDO S. HARDIE & SON + *General Contractors*

MAILING ADDRESS P. O. BOX 422

TELEPHONE DI 4-5424
305 TAYLOR STREET
EUGENE, OREGON

November 4, 1959

Mr. Howard Johnson
District Maintenance Engineer
P.O.Box 110
Corvallis, Oregon

Re: Corvallis Junior High School

Dear Mr. Johnson:

We request a permit to extend the 12- inch storm sewer on the above project into your drainage system of the Corvallis City Section of the Corvallis- Newport Highway.

NOV

Very truly yours,

FW Kelley Jr
F.W.Kelley,Jr
Waldo S. Hardie & Son.

RECEIVED
NOV 5 - 1959
DISTRICT MAINT. SUPT.
DISTRICT 2-C

RECEIVED
[illegible] 1959

FOR FILING

[illegible]

5505

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1959

SUBJECT: Corvallis Section
Corvallis-Newport Highway
Contract No. 5505

To:

Mr. Tom Edwards
Construction Engineer
Department

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NOTED
P. M. STEPHENSON

I recommend that the request be turned down and that unless the pipe is removed on our right of way that we remove it and backfill the trench.

J Walker
J. D. Walker
Division Engineer

JDW:AM
cc Mr. P. M. Stephenson
Mr. I. A. DeFrance
Mr. R. B. Sipprell
Mr. Roy Edgerton
Mr. L. L. MacIntyre
Mr. Howard C. Johnson

RECEIVED
[illegible] 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

When replying, refer to
08-35.4-DA

5505

408 State Highway Bldg.
Salem, Oregon

October 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-222(5), Corvallis
Section, Corvallis-Newport Highway
Order for State Force work
Dated October 7, 1959
Seeding and mulching
Estimated cost $1,350.00
Federal funds $820.00

Dear Sir:

Reference is made to your letter dated October 15, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

orig
Baker

A

RECEIVED
OCT 16 1959
FOR FILING

[illegible]
5505

October 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Corvallis Section of the Corvallis-Newport Highway in Benton County, Contract No. 5505, in connection with Federal Aid Project No. U-222(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,350.00 with Federal participation of $820.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. M. Stephenson
Asst. State Highway Engineer

Enc.

DBP:cr

A

RECEIVED
SEP 28 1959
FOR FILING

September 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Corvallis Section of the Corvallis-Newport Highway in Benton County, Contract No. 5505, in connection with Federal Aid Project No. U-222(5).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the protection of traffic and workmen.

The signs will be in use until permanent signs to be placed under separate contract are installed

Plans for the signing under this order have been submitted to the BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
[illegible] 1959
FOR FILING

U-222(5)

5375

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

September 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Southern Pacific Railroad Agreement
Corvallis Section of Corvallis-
Newport Highway
Oregon Project U-222(5)

Dear Sir:

The referenced agreement, dated July 2, 1959, is approved. Authorization to proceed with the work is granted as of September 4, 1959. You may disregard our letter of September 9, 1959, which was based on misunderstanding of the project status.

Federal participation will be governed by the provisions of PPM 30-3.

It would be appreciated if, in future, agreements of this sort were transmitted under brief cover letters specifying your requested or recommended action.

Very truly yours,

C. G. Polk
Division Engineer

orig - Baxter
copy to
Benson
Edwards

RECEIVED
SEP 11 1959
FOR FILING

OREGON DISTRICT U-222(5)

5505

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG
SALEM, OREGON

08-35.5.

September 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-222(5)
Corvallis Section of Corvallis-Newport Highway
Railroad Agreement, Southern Pacific Company

Dear Sir:

The referenced agreement in the estimated amount of $17,925 cannot be approved and Federal funds cannot participate. The work contemplated was not included in the preliminary estimate, the project agreement, nor in the plans.

This agreement will be held without action pending your submission of adequate justification and request for modified project agreement.

Very truly yours,

C. G. POLK
Division Engineer

[illegible] - discuss with me

[illegible]

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
AUG 12 1959
FOR FILING

U-222(5)

5505

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
06-35.5

406 State Highway Bldg.
Salem, Oregon

August 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-222(5), Corvallis
Section of the Corvallis-Newport
Highway

Dear Sir:

We are today approving the agreement between the State and city of Corvallis dated March 6, 1959 covering city owned water utilities. Reimbursement will be in accordance with the provisions of PPM-30-4.

Authorization to proceed with the work was granted June 3, 1959 which is the eligible date for participation.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

Edw
Porter

A

RECEIVED
AUG 3 - 1959
FOR FILING

[illegible]

5505

August 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Corvallis Section
Corvallis-Newport Highway
Benton County
Contract No. 5505
Project No. U-222(5)

Dear Sir:

Herewith are three copies each of the estimate and plan sheets in connection with adjusting the City of Corvallis water mains.

This completes the agreement with the City for the work. Authorization to proceed with the work was approved as of June 5, 1959.

Approval of the agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

" 5505 A

RECEIVED
AUG 3 - 1959

FOR FILING

U-222(5)

5505

Salem, Oregon
July 30, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2061

Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with the City of Corvallis covering the Corvallis Section of the Corvallis-Newport Highway in the City of Corvallis.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Corvallis, Oregon.

Secretary

rn
Attach: 1

FORM E-90 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1959

SUBJECT: Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved October 31, 1957.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible] HIGHWAY COMMISSION
[illegible] 10-31-57 Min Page #2067
Lloyd Query
[illegible]

A

RECEIVED
JUL 31 1959

FOR FILING

U222(5)

5505

July 30, 1959

Mr. George Simerville
City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Corvallis a fully executed copy of a Supplemental Throughway Agreement between the State Highway Commission and the City of Corvallis covering the Corvallis Section on the Corvallis-Newport Highway in the City of Corvallis.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM 2-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 24 1959
FOR FILING

11 222

5505

A

July 24, 1959

Miller & Hutchins, Contractors, Inc.,
100 Grant Smith Road
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5505, awarded June 25, 1959, for grading-paving the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

A

RECEIVED
JUL 17 1959

U-222(5)

[illegible]

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 220, covering pruning walnut trees on the Corvallis Section of the Corvallis-Newport Highway in Benton County, Contract No. 5505, in connection with Federal Aid Project No. U-222(5).

During the public hearing and right of way discussions, it was brought out that the two walnut trees near Station 332 were of historical interest and value, having been planted in 1849. In order to preserve the trees, the location was adjusted to miss them. Pruning to remove limbs which would be a detriment to traffic had to be done.

Due to the necessity of pruning at a time when the least damage to the trees would be done, it could not be left for the contractor as part of the clearing. Experienced horticulturists were also desired to do the work rather than a clearing crew. The work was done, therefore, under bid by R. L. Kirk. Other bids received were from Arbor Tree Service, $243.00 and J. B. Caudle & Son, $250.00. The trees are on the right of way.

The total amount of the order is $225.00 with Federal participation estimated at $135.00 The estimated amount of $250.00 to cover this work was included in the Estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUL 13 1959
FOR FILING

U-222(5)
5505

July 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Corvallis Section of the Corvallis-Newport Highway in Benton County, Contract No. 5505, in connection with Federal Aid Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

A

RECEIVED
JUL - 6 1959
FOR FILING
11-222(5)
[illegible]

June 30, 1959
Salem, Oregon

Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject named project. Please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Ass't. State Highway Engineer

Att.

cc: C. G. Swenson

RECEIVED
JUL - 1 1959
FOR FILING

5505

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 17, 1959, on Contract No. 5505, Corvallis Section, in Benton County, in connection with Federal Aid Project No. U-222(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

RECEIVED
JUN 26 1959
FOR FILING

11-222-[illegible]

5505

June 26, 1959

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5505 covering grading and paving work on the Corvallis Section of the Corvallis-Newport Highway in Benton County.

Plans call for some fill encroachment at the ends of the proposed structure over your company's tracks.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations. Also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 50 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:mfh

cc: Mr. G. S. Paxson
Mr. J. W. DeSouza

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

A

RECEIVED
JUN 29 1959
FOR FILING

U 222(5)

3505

Salem, Oregon
June 26, 1959

Overcrossing of S. P. Company
tracks in Corvallis

Mr. R. L. Porter

Herewith copy of a telegram from Mr. Jackle, Chief Engineer of the Southern Pacific Company, which serves as a permit of entry in the award of the Corvallis project.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA235

JUN 24 PM 8 36

PR LLC441 CAK=FAX PORTLAND ORG 24 712PMP=

W C WILLIAMS, STATE HIGHWAY ENGINEER=
STATE HIGHWAY DEPT SALEM ORG=

ATTN MR G S PAXSON YOUR PROJECT CORVALLIS NEWPORT HIGHWAY OVERCROSSING OF OUR TRACKS IN CORVALLIS. DOCUMENTS COVERING CONSTRUCTION MAINTENANCE EASEMENTS ETC. WILL BE SUBMITTED NEXT FEW DAYS. NO OBJECTION YOUR AWARDING CONTRACT NOW=

W M JAEKLE CHIEF ENG SOUTHERN PACIFIC CO SAN FRAN CALIF=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 30 1959

FOR FILING

[illegible]

5505

June 25, 1959

Miller and Hutchins Contractors, Inc.
199 Grant Smith Road
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 28 accepted your proposal for grading and paving on the Corvallis Section of the relocated Corvallis-Newport Highway in Benton County for the sum of $529,912 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5505.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 25, 1959

Miller and Hutchins Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Contract for grading and paving on Corvallis Section of relocated Corvallis-Newport Highway in Benton County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

A

RECEIVED
JUL - 1 1959
FOR FILING

U-222(5)

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving the Corvallis Section of the Corvallis-Newport Highway in Benton County, Project No. U-222(5), to Miller & Hutchins Contractors, Inc., Roseburg, on the basis of the bid of $529,912.00 submitted on May 26, 1959.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JAH:mfh

NOTED
G. S. PAXSON

RECEIVED
JUL - 1 1959
FOR FILING
U-222(5)
5505

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to

408 State Highway Bldg
Salem, Oregon

June [illegible]

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U-222(5), Corvallis Section, Corvallis-Newport Highway, we hereby concur, as of this date, in award of Contract No. 5505 to Miller & Hutchins Contractors, Inc., of Roseburg, Oregon, low bidder in the amount of $529,912.00 at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By E. H. Cowan
Acting Division Engineer

Copy to
R. G. [illegible]
Edwards

RECEIVED
JUN - 9 1959

FOR FILING
U-222(5)
5505

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-222(5),
Corvallis Section of the
Corvallis-Newport Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustment of the City of Corvallis' water line facilities as of June 5, 1959, as requested in your letter of June 4, 1959.

The agreement as submitted cannot be approved until submission of the estimate and sketches is received, in accordance with PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

RECEIVED
JUN - 4 1959
FOR FILING

U-222(5)

5505

Corvallis Section
Corvallis-Newport Highway
Benton County
Project No. U-222(5)

June 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of the agreement with the City of Corvallis regarding construction of the above subject project.

It is necessary that certain of the water lines be adjusted to conform to the new construction. Authorization to proceed with this work on the basis of the agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches covering the above work will be submitted as soon as received from the City.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN 17 1959

FOR FILING

U-222(5)

5505

MISC. CONTRACTS and
AGREEMENTS No. 2078

Salem, Oregon
June 3, 1959

Supplemental Agreement
Corvallis Section
Corvallis-Newport Highway
Benton County

Mr. G. G. Swenson
Engineer, City & County Relations
Office

655

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental agreement with Benton County covering the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Benton County.

Ass't. Secretary

rm
Attach: 1

FORM E-30 25M 9-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 22, 1959
Salem, Oregon

SUBJECT: Supplemental Agreement
Corvallis Section
Corvallis-Newport Highway
Benton County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on November 1, 1957.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Min. Page 79:67
Secretary

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

FORM E-30 50M 11-56 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1959

SUBJECT: Agreement between State and Benton County relative to closure and relocation and reconstruction of Brook Lane County Road

To: P. M. Stephenson
Assistant State Highway Engineer

OFFICE

Attached hereto are five copies of the above entitled agreement. Two copies were given to John Graham of County & City Relations on May 18, 1959.

Additional copies of this agreement are available.

LEO V. NUTTMAN
Staff Attorney

LVN:klf
Attachments
cc: L. I. Lindas

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1959
FOR FILING

[illegible]

5505

Salem, Oregon
June 3, 1959

MISC. CONTRACTS and AGREEMENTS No. 2061

Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

Mr. C. C. Swenson
Engineer, City & County Relations
Office

654

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with the City of Corvallis relative to throughways in the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Corvallis, Oregon.

Ass't. Secretary

rn
Attach: 1

FORM E-20 25M 9-51 62215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 22, 1959
Salem, Oregon

SUBJECT: Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on November 1, 1957.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G. S. Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Mtg. Page 29067
Lloyd Query
Secretary

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1959

SUBJECT: Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

To: P. M. Stephenson
Assistant State Highway Engineer

OFFICE

Attached hereto are five copies of the above entitled agreement. Two copies were given to John Graham of County & City Relations on May 18, 1959.

Additional copies of this agreement are available.

Leo V. Nuttman

LEO V. NUTTMAN
Staff Attorney

LVN:klf
Attachments
cc: L. I. Lindas

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 27, 1959

SUBJECT: Agreement between State and City of Corvallis relative to throughways in the Corvallis Section of the Corvallis-Newport Highway
Benton County

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto are six copies of the above entitled revised proposed agreement, as per your request of February 24, 1959. The Exhibit is attached to the original agreement. Additional exhibits can be obtained from County and City Relations Department.

Additional copies of the agreement may be obtained in this office.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mab

Attach:

cc - L. I. Lindas

2 copies taken by
John Graham -
County - City -
3/2/59 - BR.

RECEIVED
MAR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 4 1959
FOR FILING
11-222(5)
5515

June 3, 1959

George Simerville, City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of Supplemental Throughway Agreement between the State Highway Commission and the City of Corvallis relative to throughways in the Corvallis Section of the Corvallis-Newport Highway in Benton County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Ass't. Secretary

rn
Enc.

RECEIVED
JUN - 4 1959
FOR FILING

11-222 ([illegible])

5505

June 3, 1959

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County a fully executed copy of a Supplemental Agreement between the State Highway Commission and Benton County relative to closure and relocation and reconstruction of Brook Lane County Road on the Corvallis Section of the Corvallis-Newport Highway in Benton County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________
C. W. Head, Ass't. Secretary

rn
Enc.

RECEIVED
MAY 29 1959
FOR FILING
4-[illegible]
5505

May 28, 1959

Miller and Hutchins Contractors, Inc.
100 Grant Smith Road
Roseburg, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your bid in the amount of $529,912.00 for grading and paving on the Corvallis Section of the relocated Corvallis-Newport Highway in Benton County, which was the low bid received for that job May 26, 1959.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED
MAY 28 1959
FOR FILING
[illegible]
5515

May 27, 1959

Mr. W. H. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Your file 911/323
C-PD-59-4

Dear Sir:

Reference is made to your letter of May 22 addressed to Mr. Porter concerning the project in Corvallis.

With reference to the track changes at the overcrossing caused by our embankment encroaching on the end of the present spur track, this was discussed with the Portland office and we had assumed that we were in agreement on the matter. I understand that complete data was forwarded to you from your Portland office on May 21 and is undoubtedly in your hands at the present time. The data forwarded also included the descriptions for the easements for the overcrossing and for the property which we wish to acquire from you in Block 4 near the intersection of Fifth and D Streets. It is my understanding that the easements and acquisition of this property had the recommendation of your Portland office and that they had suggested your making an appraisal of the property which we wish to acquire and submitting it to us for our approval and authority to pay.

The Public Utility Commissioner order for the overpass of your tracks will be issued the first of next week and, I am told, will be in accordance with the petition and the testimony presented at the hearing. The present project does not include the structure, being restricted entirely to the grading of the approaches. We will not award any contract for this work until we have a formal agreement with you or have your permission to enter upon the property.

The construction of the frontage road which would cross your tracks at grade is a contingent item in our contract. If you will refer to page 49 of the special provisions covering this contract which Mr. Porter sent you under date of May 15, you will note that this item will be eliminated unless the City of Corvallis requests a right to cross the railroad tracks. Any dealing concerning this will be entirely between the City, your company, and the Public Utility Commissioner as this crossing has nothing whatever to do with our highway project.

Our specifications are in error as to the amount of railroad insurance to be carried as we had agreed that under the revised form the limits would be $250,000/500,000 and the same limits for property damage. We will require our contractor to furnish these higher limits in the insurance policy provided for you and these changes and limits should be incorporated in the agreement with your company.

As to the form of the wording of the section of the special provisions covering "Relationships With the Railroad Company", our attorneys addressed a letter to you dated May 22 outlining the Oregon State law covering the award of contract and their objection to the paragraph that implies control of the award by the Railroad Company. This is not a matter that should practicably affect this project as I am sure the contractor will be satisfactory to you; however, it is something that we will have to straighten out on future jobs and I hope the conference which our attorney has suggested will clear up this matter. For this particular project, if you insist upon using the lead paragraph in the specification which was used on the last two or three jobs, our attorneys will let it go through even though they say that it is not in accordance with law and could not be applied.

I am sorry that this confusion has occurred and assure you that we have no intention of trespassing upon your right of way until agreements have been reached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. A. W. Kilborn, Superintendent
Southern Pacific Company, Portland

Mr. W. C. Williams
Mr. R. L. Porter
Mr. Walter Wright

6-58-2M

S-2705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 22, 1959

911/323
0-PD-59-4

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. R. L. Porter, Office Engineer

Dear Sir:

We acknowledge receipt of a copy of your letter of May 15 addressed to Mr. L. R. Smith in Portland, and copies of your reduced scale contract drawings and Special Provisions covering the grading and paving contract in the vicinity of the Corvallis Overpass, bids on which are to be received May 26.

If we correctly read your plans, this contract will include the installation of an embankment which will encroach on railroad right of way in close proximity to the main track on the westerly side, and will result in the placing of such embankment to a depth of at least a few feet over an existing railroad track on the easterly side of the right of way.

As you know, no agreement with our company has been consummated, nor has the State acquired the necessary easement for the highway overpass across our right of way. In addition, the project includes the acquisition by the State of fee title to a small portion of our property in Lots 11 and 12 of Block 4 near the intersection of 5th and D Streets. Additionally our file does not indicate that the Oregon Public Utility Commissioner has yet rendered a decision on the hearing held on May 15 on the Highway Department's application for construction of this overpass.

We hereby request that any work included in the contract on which you are to receive proposals on May 26 involving encroachments on railroad-owned right of way and property be deleted and not undertaken until the necessary agreement has been concluded and until the State has acquired the necessary rights of way across railroad property.

We also note from Sheet #6 of your plans that the project apparently also includes the construction of a frontage road crossing our tracks at grade a short distance southerly from the proposed overpass. From Page 49 of the Special Provisions we infer that it is the intent that the City of Corvallis will request authority for such a grade crossing. We are somewhat surprised that you would advertise such a project for bid without having first attained some degree of approval, or at least comments from our company with respect to such an additional grade crossing.

We also note that that section of the Special Provisions entitled "Relations with Railroad Company" differs from similar sections appearing in previous Special Provisions, and that it is not in accordance with the form and context recently agreed upon with your Department.

Yours truly,

W. M. JAEKLE

cc: Mr. G. S. Paxson
Asst. State Highway Engineer

RECEIVED
MAY 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 26 1959
ST

RECEIVED
MAY 28 1959

FOR FILING
U 222(5)

3505

May 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Corvallis Section of the Corvallis-Newport Highway in Benton County. This is project FAU-222(5) which consists of 1.85 miles of grading and paving. The Highway Commission received 6 bids for this job which were opened and read on May 26, 1959. They ranged from a low of $529,912.00 to a high of $594,117.00.

Our estimate for this proposed contract is $468,256 which is 13.2 per cent below the low bid. Most of the spread between our estimate and the low bid is on Item No. 6 "Embankment in Place". We estimated this item at 45¢ per cu. yd. whereas it was bid at 60¢, 65¢, 86¢, 73¢ and 65¢ respectively. It is now evident that our estimate on this item is unrealistically low and as it is doubtful if a lower price could be obtained by readvertising, it is the Highway Commission's desire to award this job to the low bidder providing that you will concur therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

U 222 (5)

5215

When replying, refer to
08-35.4-0

May 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-222(5), Corvallis
Section of the Corvallis-Newport
Highway

Dear Sir:

We note that the engineer's estimate for the above project includes, among other proposed extra work, the item of Permanent Signing. There has been no indication as to the method to be employed in accomplishing this work. We trust, however, that it will be done by contract.

Very truly yours,

CG Polk

C. G. Polk
Division Engineer

Porter
Edw
Crandall

NOTED
FORREST COOPER

RECEIVED
MAY 1 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1959
FOR FILING

U-888(5)

5515

May 15, 1959

Mr. L. R. Smith, Supt.,
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of special provisions and plans covering grading and paving work on the Corvallis Section of the Corvallis-Newport Highway in Benton County, bids for which are to be received in Salem on May 26, 1959.

Plans call for some fill encroachment at the ends of the proposed structure over your company's tracks as indicated on sheet No. 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 50 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: G. S. Paxson
J. W. Dedouna
Mr. W. M. Jaekle, Chief Engr.
Southern Pacific Company
65 Market St.,
San Francisco 5, Calif.

JWR:cr

R

RECEIVED
MAY 11 1959
FOR FILING

OREGON DISTRICT
U-222(5)
5505

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Project U-222(5), Corvallis Section, Corvallis-Newport Highway in Benton County. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Probert

NOTED
COOPER

RECEIVED
MAY 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 6 - 1959
FOR FILING

U 222 (5)
5215

Salem, Oregon
May 5, 1959

Mr. L. I. Lindas
Chief Counsel

Supplemental Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

Attached is a draft of an agreement covering the subject named project. Will you please prepare and return six copies of the agreement.

P. M. Stephenson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

SUPPLEMENTAL AGREEMENT DRAFT - 5/5/59

THIS AGREEMENT, made and entered into this ____ day of ________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF CORVALLIS, a municipal corporation acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. Pursuant to ORS 374.010 and ORS 374.050, State and City entered into an agreement dated March 2, 1959, relating to the construction of a throughway on the Corvallis Section of the Corvallis-Newport Highway, State Primary Highway No. 33.

2. It has been determined by State and City that the aforesaid agreement, although remaining in full force and effect, should be supplemented by this agreement in the manner hereinafter set forth to reconstruct a portion of Brook Lane as shown colored in orange on attached plan sheet no. 5.

NOW, THEREFORE, it being agreed that it is to the ~~mutxi~~ mutual benefit of State and City to provide for the reconstruction of Brook Lane, the obligations of State and City as agreed to on March 2, 1959, are ~~hxexbyx~~ hereby amended as shown on plan sheet no. 5 colored in orange.

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, let the contract, and supervise construction of Brooks Lane as shown on the attached Exhibit "A" colored in orange.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plan attached hereto marked Exhibit "A," including the provisions set forth in THINGS TO BE DONE BY STATE.

2. City shall, without cost to State, procure the right-of-way shown colored in blue on plan sheet no. 5 marked Exhibit "A."

3. City shall, upon completion of the project by State, assume maintenance of and jurisdiction over the portion of Brooks Lane shown colored in orange on Exhibit "A."

4. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement.

IN WITNESS WHEREOF, the parties hereto ~~and~~ have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED

____
Assistant State Highway Engineer

APPROVED AS TO FORM

____
Chief Counsel

STATE OF OREGON BY and through
its State Highway Commission

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

ATTEST:

____

CITY OF CORVALLIS, by and through
its City Officials

By______________________________
Mayor

By______________________________
Recorder

HCA:mm
DRAFT: 5/5/59

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APR 15 1959
FOR FILING
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5505

April 15, 1959

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County a fully executed copy of a Throughway Agreement between the State Highway Commission and Benton County covering the Corvallis Section of the Corvallis-Newport Highway in Benton County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 27 1959
FOR FILING
U-222(5)

5505

Salem, Oregon
April 15, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2278

Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
Benton County

Mr. C. O. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Benton County covering the Corvallis Section of the Corvallis-Newport Highway in Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Benton County.

Secretary

rn
Attach: 1

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1959

SUBJECT: Throughway Agreement
Corvallis Section
Corvallis-Newport Highway No. 33
Benton County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission on 10/31/57.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED BY HIGHWAY COMMISSION
DATE 11-[illegible]-58 Min Page [illegible]
Lloyd Query
Secretary

RECOMMENDED FOR APPROVAL
Paxson
Assistant State Highway Engineer

RECEIVED
1959
FOR FILING
U-222 (5)
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R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1959

SUBJECT: Corvallis Section
Corvallis-Newport Highway

To: MEMO TO FILES

Mr. Paxson advised this office this date if Brook Lane is to be improved in its present location according to the plans at the crossing of the subject section, an 8-foot wide by 5-foot high concrete box culvert should be installed across Brook Lane at Station BL 2+40 rather than the 24-inch culvert pipe as shown on the plans. This is in conformance with the recommendations of the Research Department.

Investigation is being made to see if it is feasible to relocate Brook Lane in accordance with the plan for future construction when the subject section is improved to 4 lanes, thereby eliminating the necessity of the construction of a temporary crossing and the above-mentioned box culvert.

R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson ✓
Mr. Tom Edwards

RECEIVED
1959
[illegible] ENGINEER
NOTED

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FOR FILING
11-222 (5)
5505

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1959

To: Mr. G. S. Paxson

SUBJECT: Corvallis Section
Corvallis-Newport Highway

Several weeks ago during a conversation between Mr. Asburry and myself on the Oak Creek crossing by the subject relocated highway, the converstation turned to replacing of an existing 4' x 5' reinforced concrete box culvert at Station TC 293+50, 40 feet left, with a 24-inch pipe at the same station, 90 feet left. I agreed to investigate the situation to determine if the radical alteration in size were prudent.

One source of information indicated that the 4' x 5' box culvert was installed as a cattle crossing years ago. The normal discharge at this location certainly does not warrant the use of this size of culvert, the present drainage area being in the neighborhood of 0.2 square mile. Also, the culvert and county road, Brook Lane, are subject to rather frequent submergence due to backwater from the Willamette and Marys Rivers. When this condition exists it makes little difference what size culvert there is under the roadbed, there being many times its capacity in over-the-road flow.

I was working on the assumption that perhaps the 4' x 5' box had been constructed to handle overflow from Oak Creek which crossed the existing highway between Oak Creek and 35th Street. The 10-inch pipe shown upstream from the box I disregarded as irrevalent, since it is located in the bottom of the sag and could be easily bypassed by overground flow; however, County Judge Larkin advised me that, to the best of his knowledge, during the period from 1910 to the present the only time that the existing highway had been overflowed by Oak Creek was in December 1955. At that time the flow across the highway is said to have been up to 1 foot deep several hundred feet in width and flowing rather swiftly. This description suggests a discharge of several hundred c.f.s., more than could possibly pass through even a 4' x 5' culvert without considerable head.

It must be remembered that the present Brook Lane is susceptible to submergence with several hundred square feet of waterway area available over the roadway. The proposed construction would create a pocket with the Corvallis-Newport Highway forming one side and the elevated connection to Brook Lane and Morris Avenue forming the other. The only outlet would be the culvert through Brook Lane.

4-2-59
Phoned Asburry
either change Brook Lane
or use large culvert

G. S. PAXSON

Oak Creek overflowed into this area once before; it could do it again. The elevation at the point of overflow was about 225 feet. If a pond is created to this elevation within the area enclosed by the roadbeds, considerable damage to a number of homes would likely occur.

As I see it, there are two solutions to the problem. The best would be to make other arrangements for getting Brook Lane onto the new roadway. No ramp would be constructed where shown on the present plans, and the old pavement would be ditched through at the elevation of the present 4' x 5' box flow line. The other solution would involve constructing a culvert under Brook Lane which would have sufficient capacity to carry a repetition of the December 1955 overflow. A concrete box 8' x 5' is recommended for this purpose.

John C. Jenkins

John C. Jenkins
Assistant Research Engineer

JCJ:ae

cc to: Mr. Tom Edwards
Mr. J. D. Walker

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
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BY
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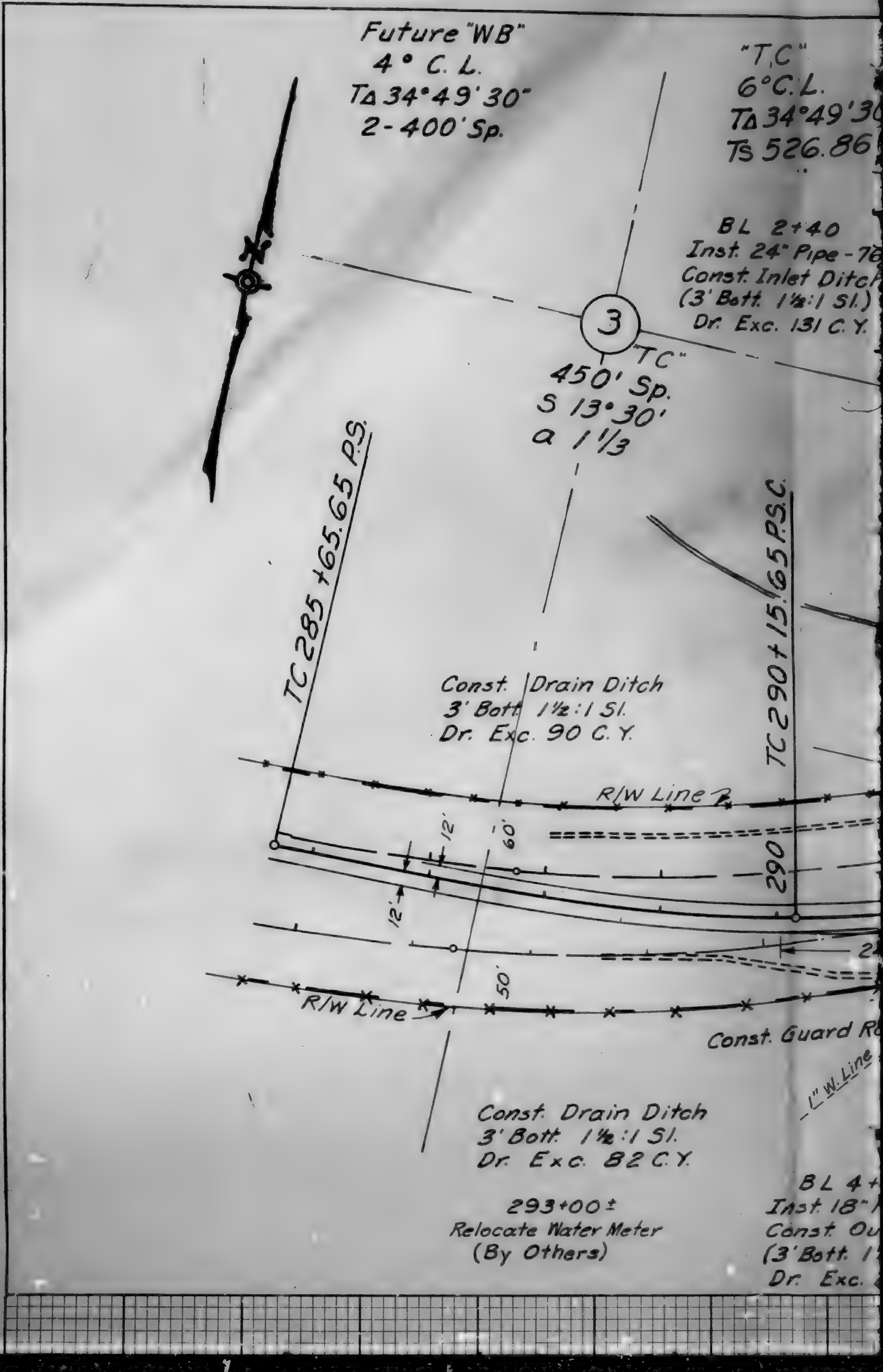
Future "WB"
4° C.L.
TΔ 34°49'30"
2-400' Sp.
"T.C"
6°C.L.
TΔ 34°49'30
Ts 526.86
BL 2+40
Inst. 24" Pipe-76
Const. Inlet Ditch
(3' Bott. 1½:1 Sl.)
Dr. Exc. 131 C.Y.
3
"TC"
450' Sp.
S 13°30'
a 1 1/3
TC 285+65.65 P.S.
TC 290+15.65 P.S.C
Const. Drain Ditch
3' Bott. 1½:1 Sl.
Dr. Exc. 90 C.Y.
R/W Line
12'
12'
60'
12'
290
50'
R/W Line
Const. Guard Ra
1" W. Line
Const. Drain Ditch
3' Bott. 1½:1 Sl.
Dr. Exc. 82 C.Y.
293+00±
Relocate Water Meter
(By Others)
BL 4+
Inst. 18"
Const. Ou
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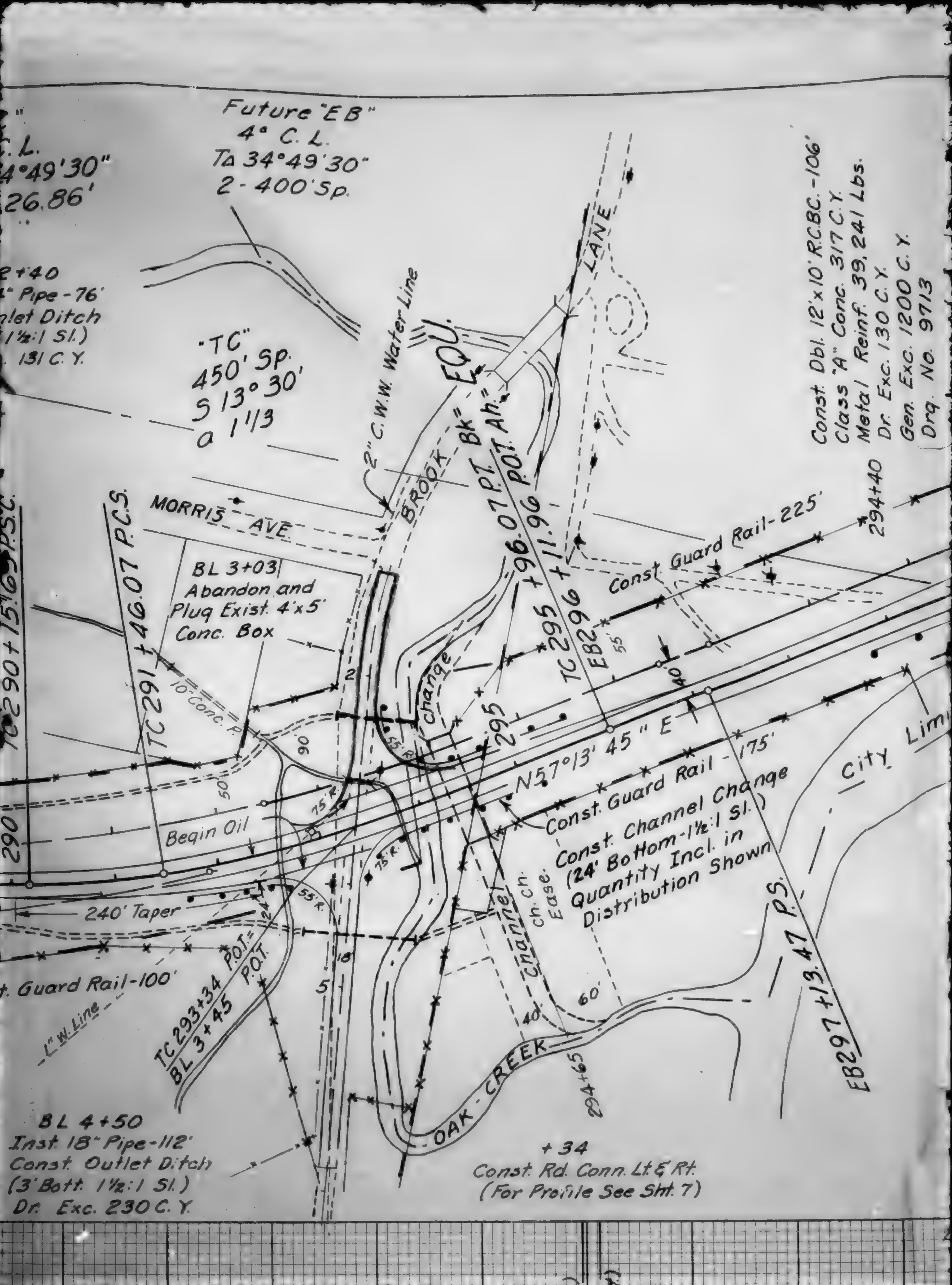
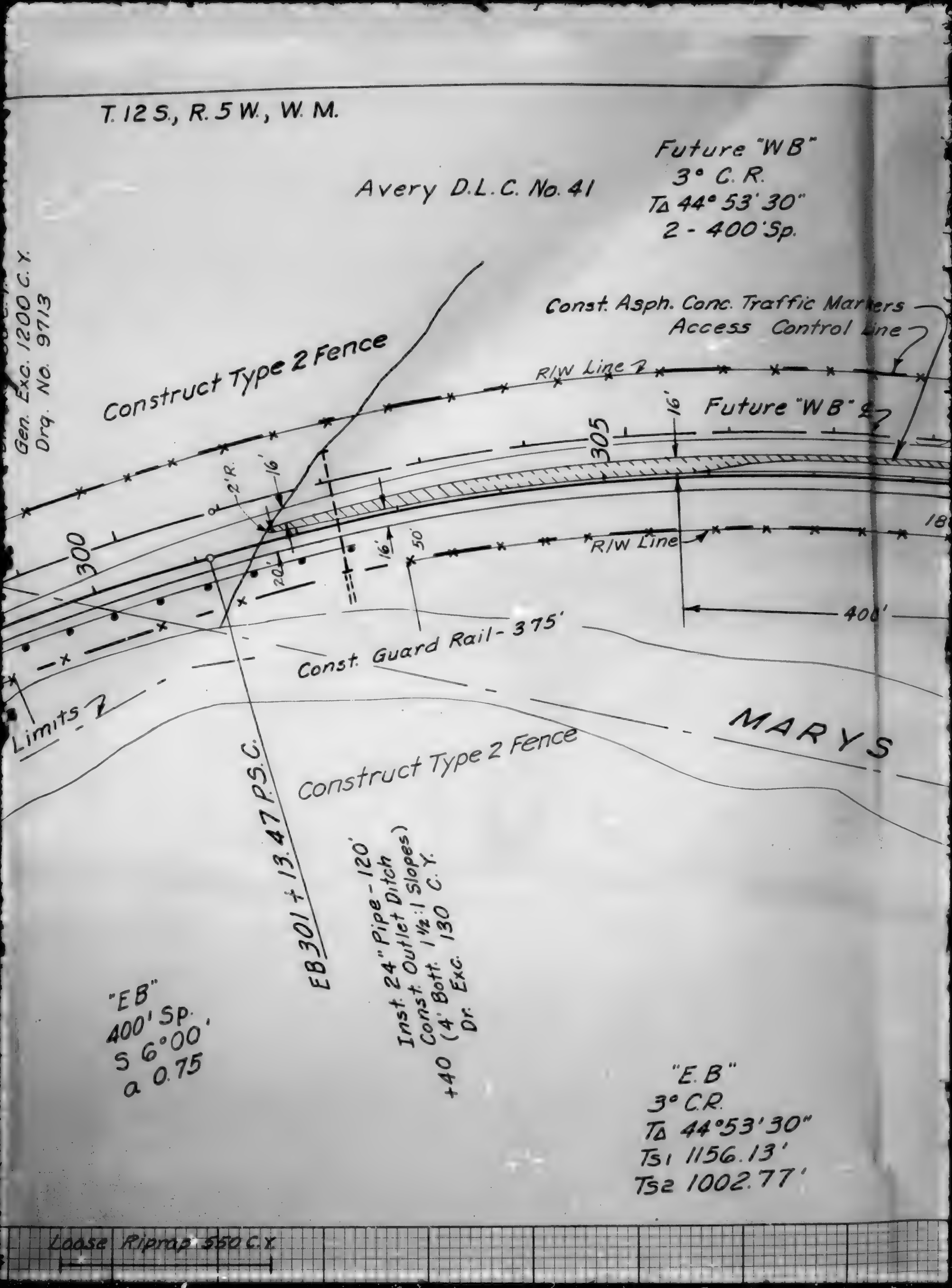
Dr. Exc.

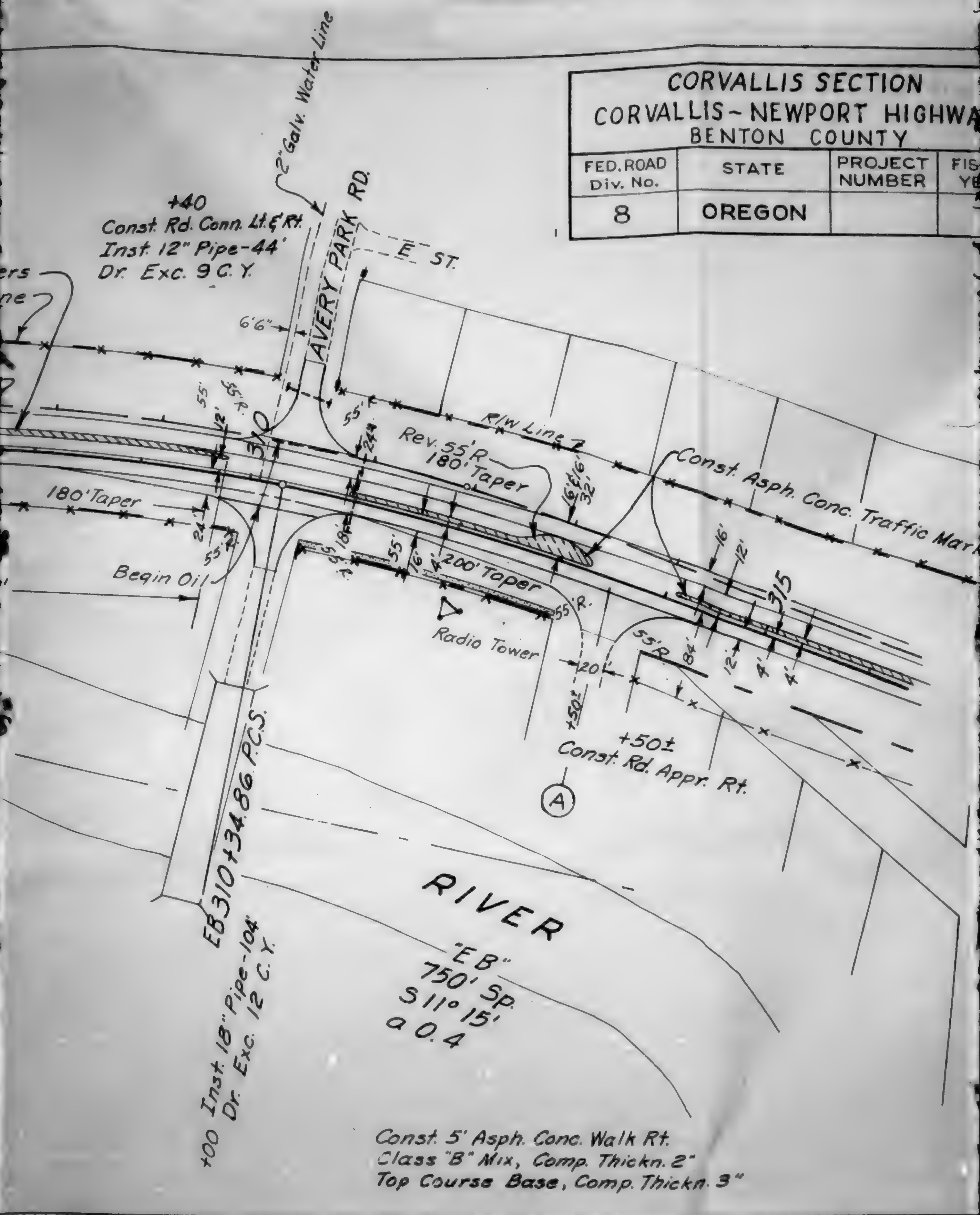


"
C.L.
4°49'30"
26.86'
2+40
" Pipe-76'
nlet Ditch
1½:1 Sl.)
. 131 C.Y.
Future "EB"
4° C.L.
TΔ 34°49'30"
2-400' Sp.
"TC"
450' Sp.
S 13° 30'
a 1'13
2" C.W.W. Water Line
BROOK
EQU.
Bk = 96.07 P.T.
Ah = 11.96 P.O.T.
LANE
Const. Dbl. 12'x10' R.C.B.C. -106'
Class "A" Conc. 317 C.Y.
Metal Reinf. 39,241 Lbs.
Dr. Exc. 130 C.Y.
Gen. Exc. 1200 C.Y.
Drg. No. 9713
MORRIS AVE.
TC 290+15.16 P.S.C.
TC 291+46.07 P.C.S.
BL 3+03
Abandon and
Plug Exist. 4'x5'
Conc. Box
10" Conc. P.
TC 295 + 96.07
EB 296 + 11.96
Const. Guard Rail-225'
294+40
55'
40'
change
55' R.
295
N 57° 13' 45" E
Const. Guard Rail -175'
Const. Channel Change
(24' Bottom-1½:1 Sl.)
Quantity Incl. in
Distribution Shown
City Limi
90
50
75' R.
75' R.
Begin Oil
290
240' Taper
55' R.
24"
Ch. Ch. Ease.
Channel
t. Guard Rail-100'
1" W. Line
TC 293+34
BL 3+45 P.O.T. =
P.O.T.
18
5
40
60'
294+65
OAK CREEK
EB 297+13.47 P.S.
BL 4+50
Inst. 18" Pipe-112'
Const. Outlet Ditch
(3' Bott. 1½:1 Sl.)
Dr. Exc. 230 C.Y.
+34
Const. Rd. Conn. Lt. & Rt.
(For Profile See Sht. 7)


T. 12 S., R. 5 W., W. M.
Avery D.L.C. No. 41
Future "WB"
3° C.R.
TΔ 44° 53' 30"
2 - 400' Sp.
Gen. Exc. 1200 C.Y.
Drg. No. 9713
Const. Asph. Conc. Traffic Markers
Access Control Line
R/W Line
Construct Type 2 Fence
Future "WB" ℄
16'
305
300
2'R.
16'
16'
50'
20'
R/W Line
400'
18
Const. Guard Rail - 375'
Limits
MARYS
Construct Type 2 Fence
EB 301 + 13.47 P.S.C.
+40 Inst. 24" Pipe - 120'
Const. Outlet Ditch
(4' Bott. 1½:1 Slopes)
Dr. Exc. 130 C.Y.
"EB"
400' Sp.
S 6°00'
a 0.75
"E.B"
3° C.R.
TΔ 44°53'30"
Ts1 1156.13'
Ts2 1002.77'
Loose Riprap 550 C.Y.

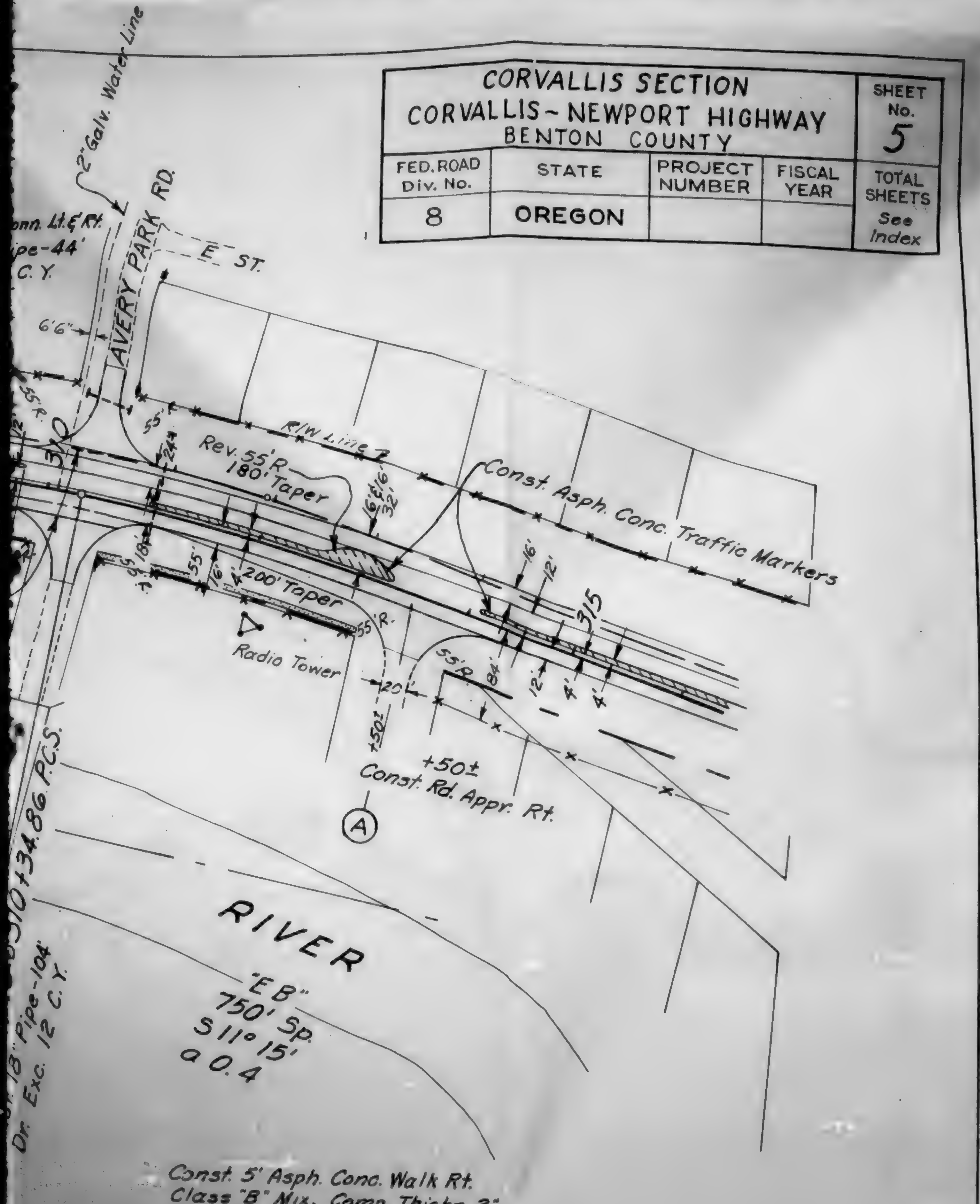
CORVALLIS SECTION
CORVALLIS - NEWPORT HIGHWA
BENTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS YE
8	OREGON		


2" Galv. Water Line
AVERY PARK RD.
E ST.
+40
Const. Rd. Conn. Lt. & Rt.
Inst. 12" Pipe - 44'
Dr. Exc. 9 C.Y.
ers
ne
6'6"
55'
12'
55' R.
310
55' R.
24'
R/W Line
Rev. 55' R.
180' Taper
16' 16'
32'
Const. Asph. Conc. Traffic Mark
180' Taper
24'
55' R.
Begin Oil
18'
55'
16'
4'
200' Taper
Radio Tower
55' R.
20'
55' R.
84'
16'
12'
315
12'
4'
4'
+50±
+50±
Const. Rd. Appr. Rt.
A
EB 310+34.86 P.C.S.
RIVER
"EB"
750' Sp.
S 11° 15'
a 0.4
+00 Inst. 18" Pipe - 104'
Dr. Exc. 12 C.Y.

Const. 5' Asph. Conc. Walk Rt.
Class "B" Mix, Comp. Thickn. 2"
Top Course Base, Comp. Thickn. 3"

CORVALLIS SECTION CORVALLIS - NEWPORT HIGHWAY BENTON COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			


2" Galv. Water Line
onn. Lt. & Rt.
ipe-44'
C.Y.
AVERY PARK RD.
E ST.
6'6"
55'R.
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24'
R/W Line
Rev. 55' R.
180' Taper
16' & 16'
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Const. Asph. Conc. Traffic Markers
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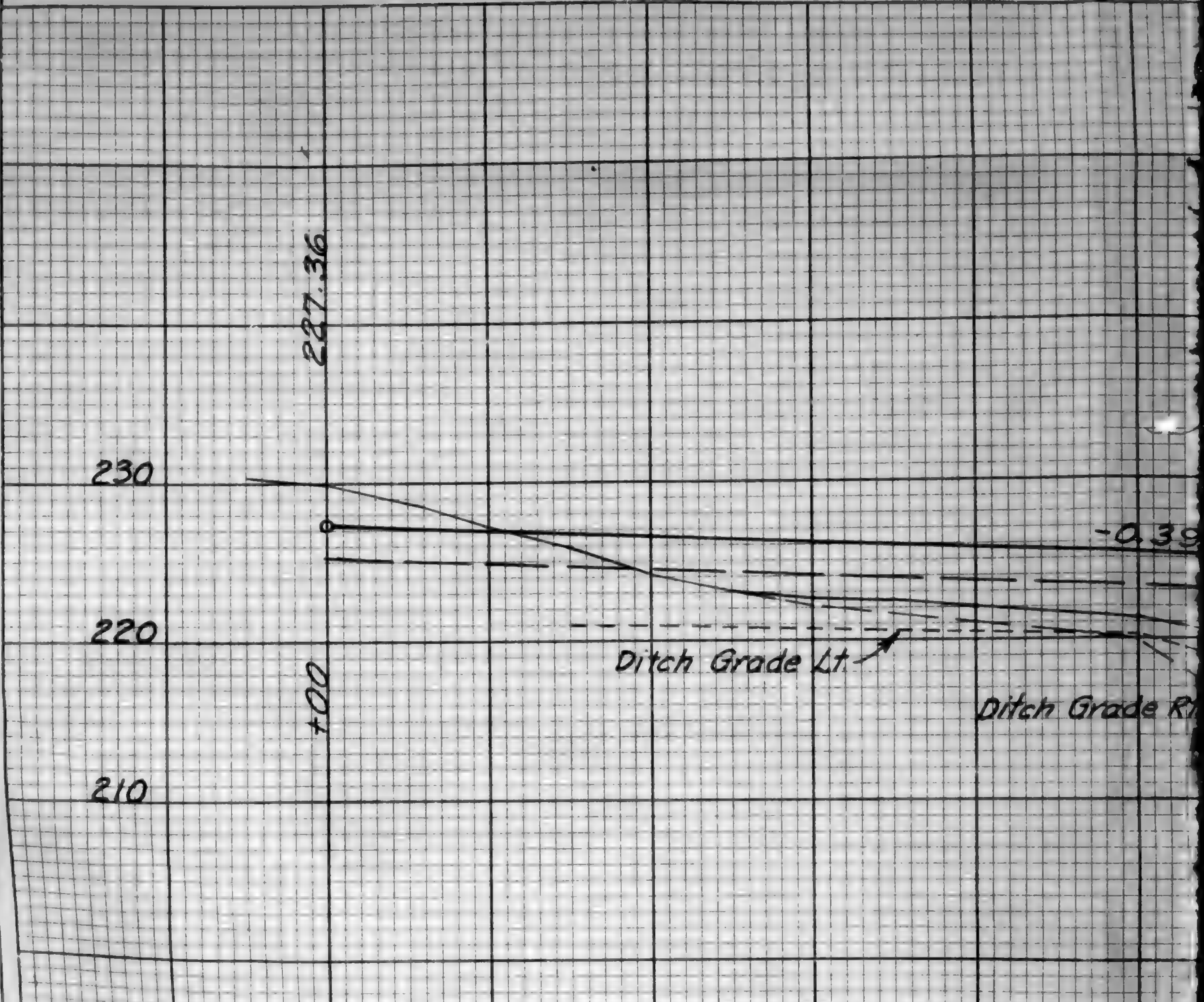
18'
16'
55'
4'
200' Taper
Radio Tower
55' R.
55' R.
20'
+50±
+50±
Const. Rd. Appr. Rt.
A
84'
16'
12'
315
12'
4'
4'
310+34.86 P.C.S.
18" Pipe-104'
Dr. Exc. 12 C.Y.
RIVER
"EB"
750' Sp.
S 11° 15'
a 0.4
Const. 5' Asph. Conc. Walk Rt.
Class "B" Mix, Comp. Thickn. 2"
Top Course Base, Comp. Thickn. 3"

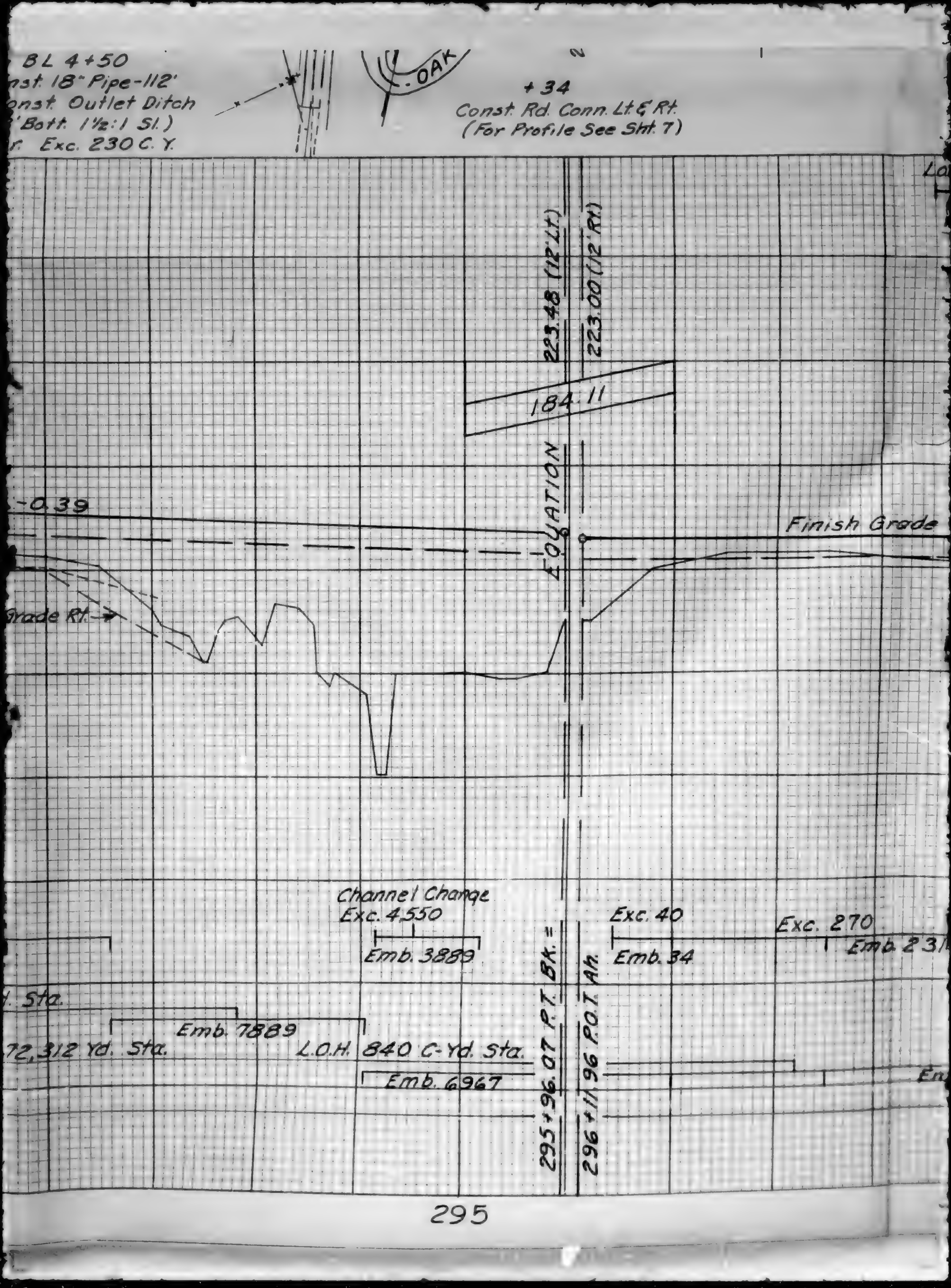
293+00±
Relocate Water Meter
(By Others)

BL 4+
Inst. 18"
Const. Ou
(3' Bott. 1
Dr. Exc.

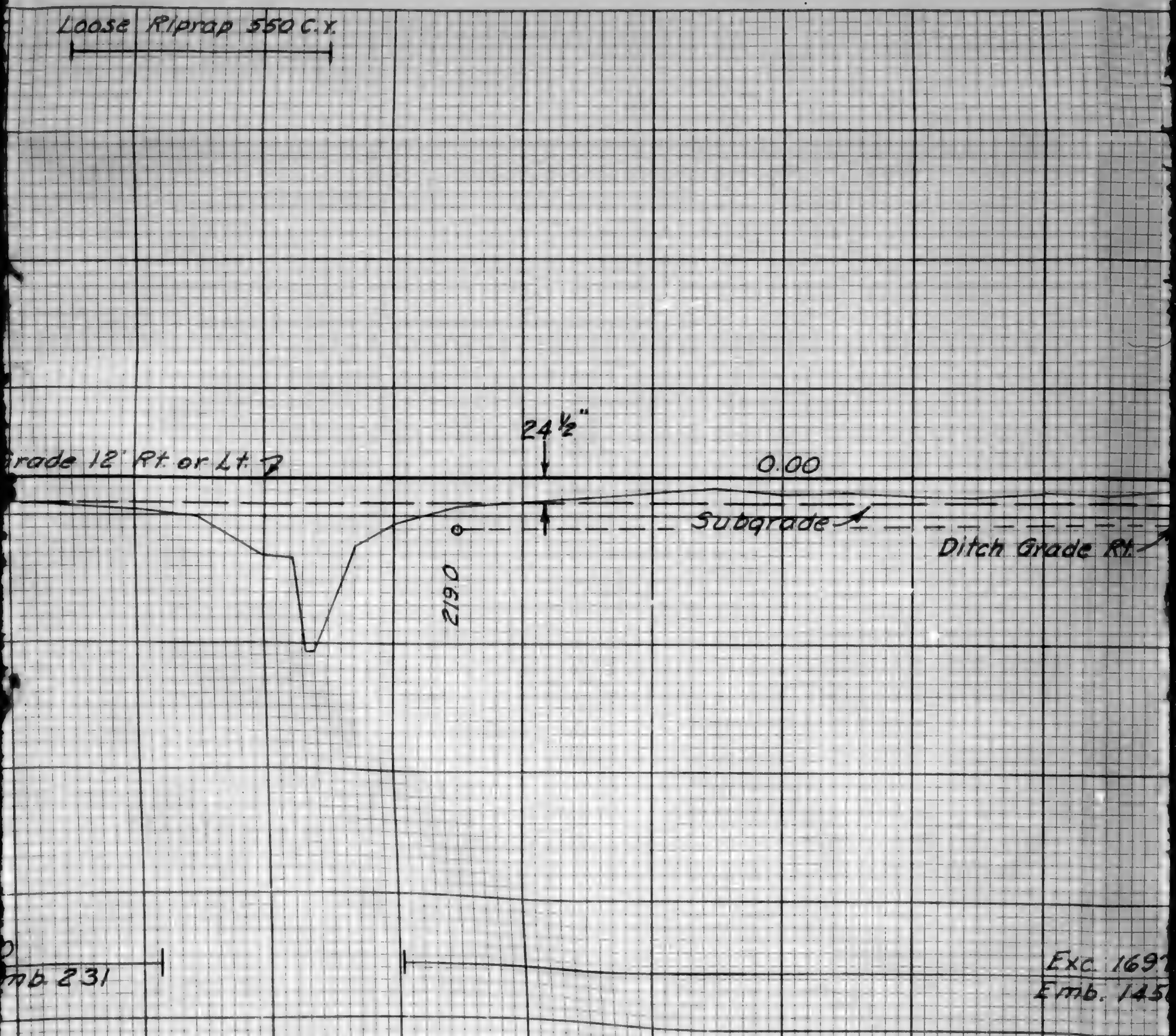
ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		



227.36
+00
230
220
210
-0.39
Ditch Grade Lt.
Ditch Grade Rt
Exc. 3,133
Emb. 2678
From Sta. 283+80
S.O.H. 28,350 Yd. Sta.
From Sta. 277+80
S.O.H. 72,312
From Sta. 262+40
286
290

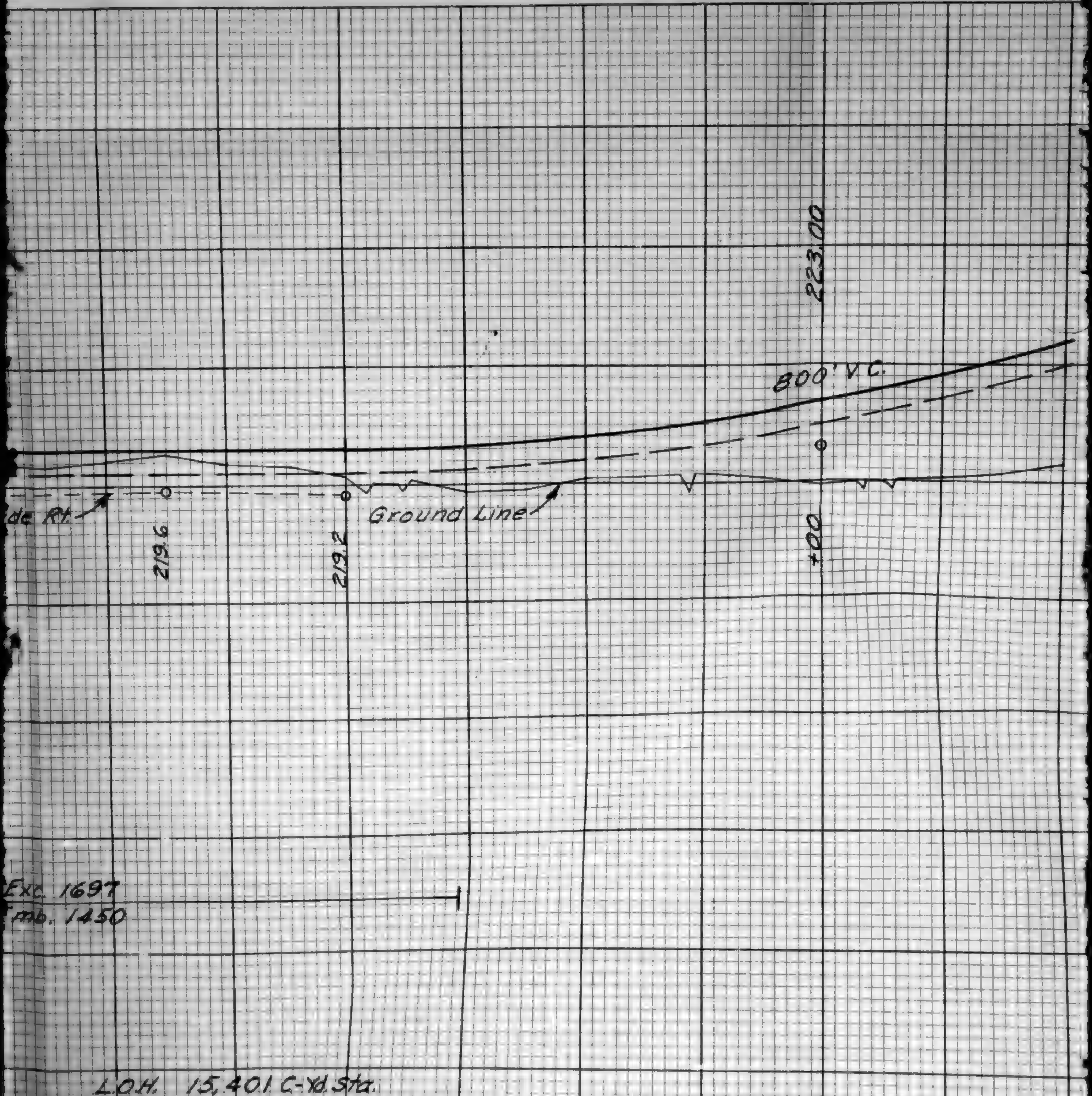

BL 4+50
nst. 18" Pipe-112'
onst. Outlet Ditch
'Bott. 1½:1 Sl.)
r. Exc. 230 C.Y.
OAK
+34
Const. Rd. Conn. Lt. & Rt.
(For Profile See Sht. 7)
223.48 (12' Lt.)
223.00 (12' Rt.)
184.11
EQUATION
-0.39
Finish Grade
Grade Rt.
Channel Change
Exc. 4,550
Emb. 3889
Exc. 40
Emb. 34
Exc. 270
Emb. 231
Sta.
Emb. 7889
72,312 Yd. Sta.
L.O.H. 840 C-Yd. Sta.
Emb. 6967
295+96.07 P.T. Bk. =
296+11.96 P.O.T. Ah.
295

TΔ 44°53'30"
Ts1 1156.13'
Ts2 1002.77'

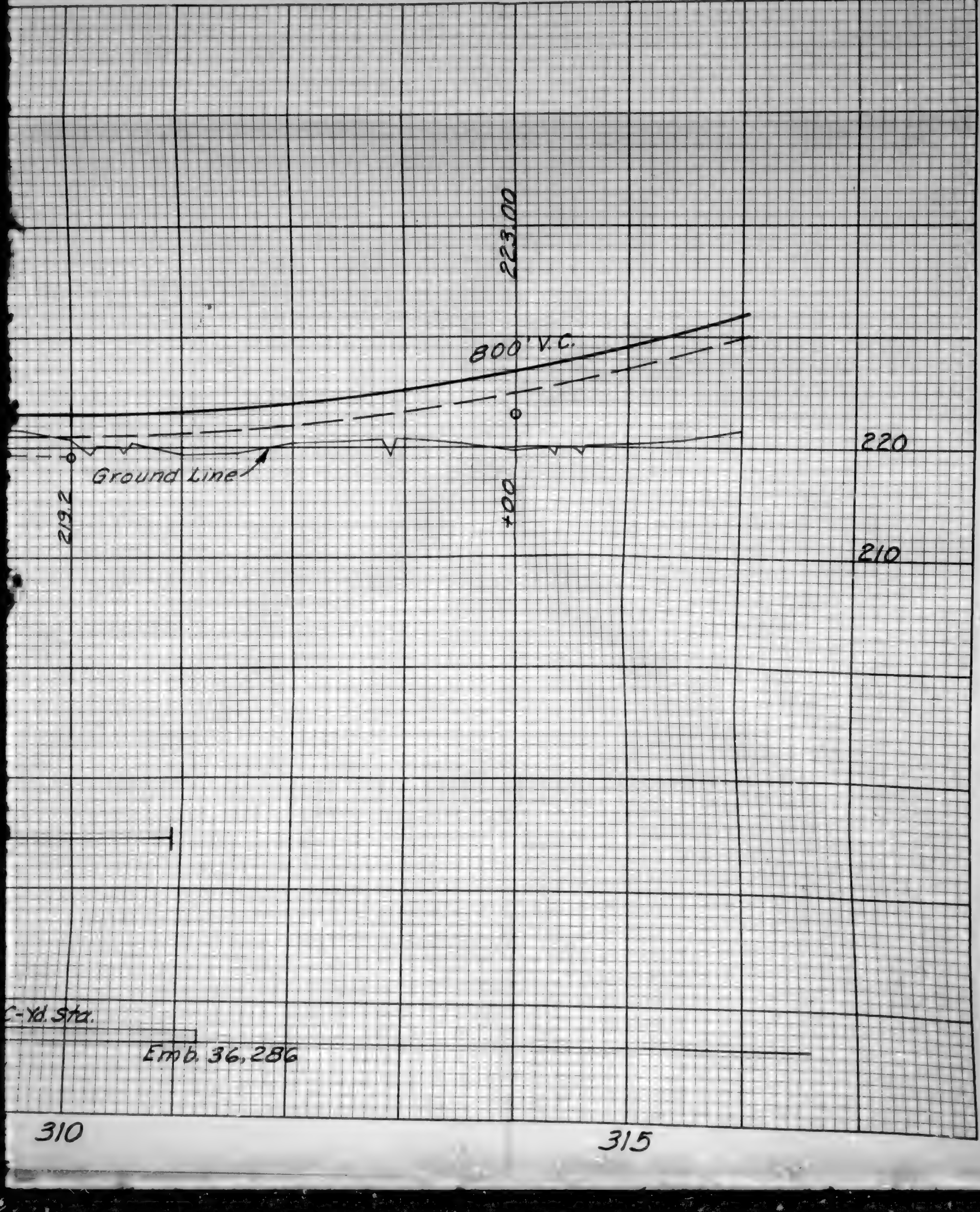

Loose Riprap 550 C.Y.
24½"
Grade 12' Rt. or Lt.
0.00
Subgrade
Ditch Grade Rt.
2190
Emb. 231
Exc. 169
Emb. 145
Emb. 3334
S.O.H. 254,724 Yd. Sta.
300
305

+00 I.D.

Const. 5' Asph. Conc. Walk Rt.
Class "B" Mix, Comp. Thickn. 2"
Top Course Base, Comp. Thickn. 3"


223.00
800' V.C.
de Rt.
219.6
219.2
Ground Line
+00
Exc. 1697
mb. 1450
L.O.H. 15,401 C-Yd. Sta.
Emb. 36,286
310
315

Const. 5' Asph. Conc. Walk Rt.
Class "B" Mix, Comp. Thickn. 2"
Top Course Base, Comp. Thickn. 3"

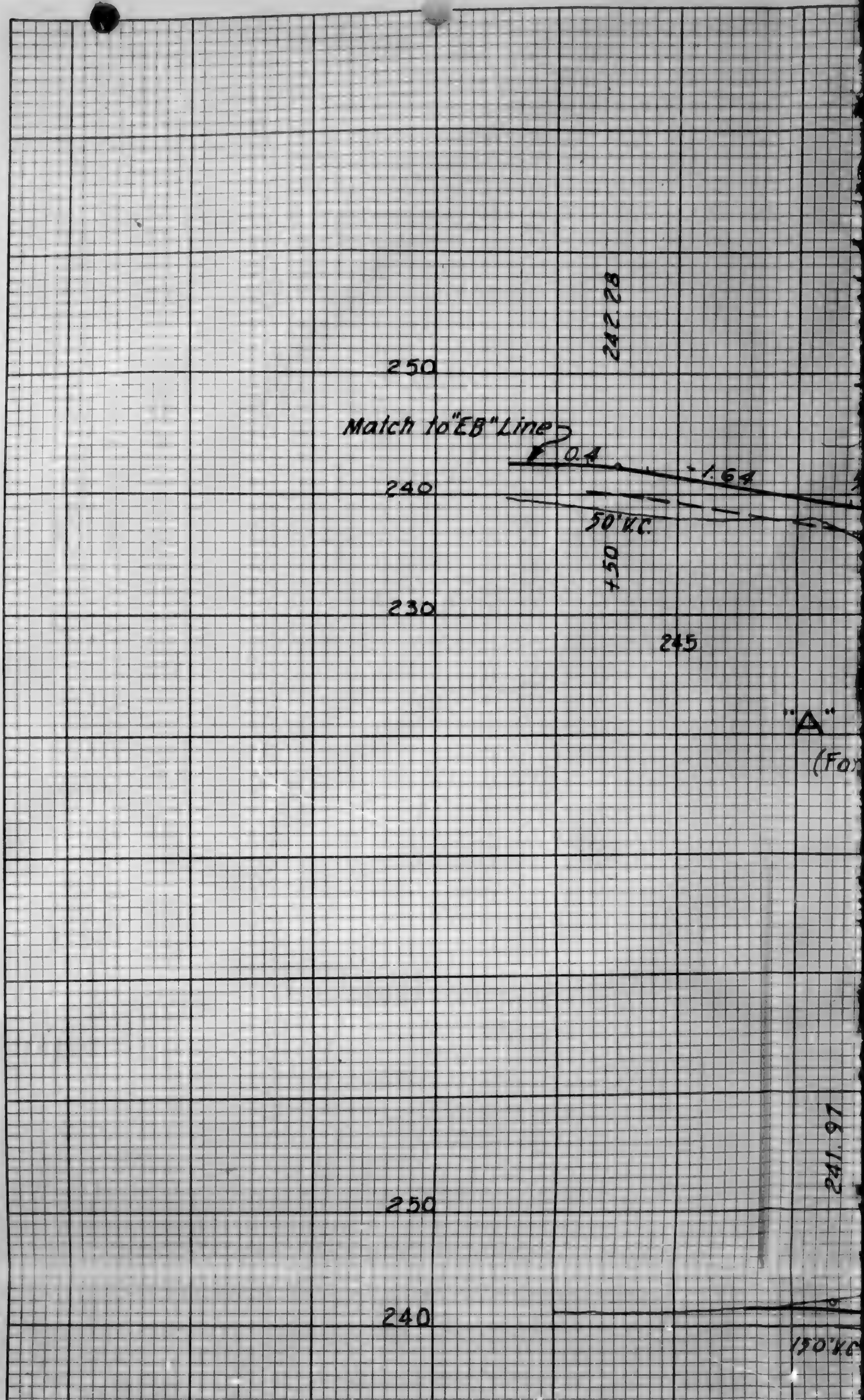

223.00
800' V.C.
220
210
Ground Line
219.2
+00
C-Yd. Sta.
Emb. 36,286
310
315

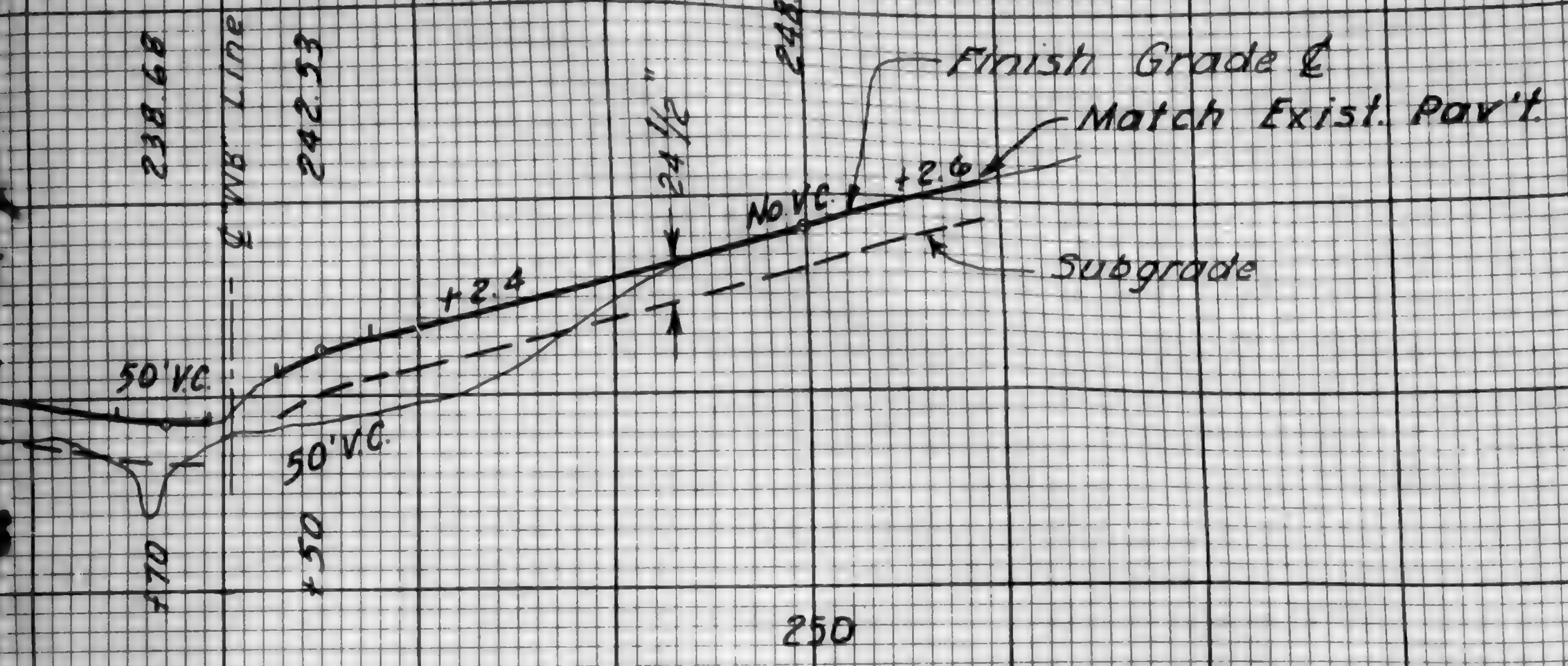
FINAL SURVEY

NOTE BOOK

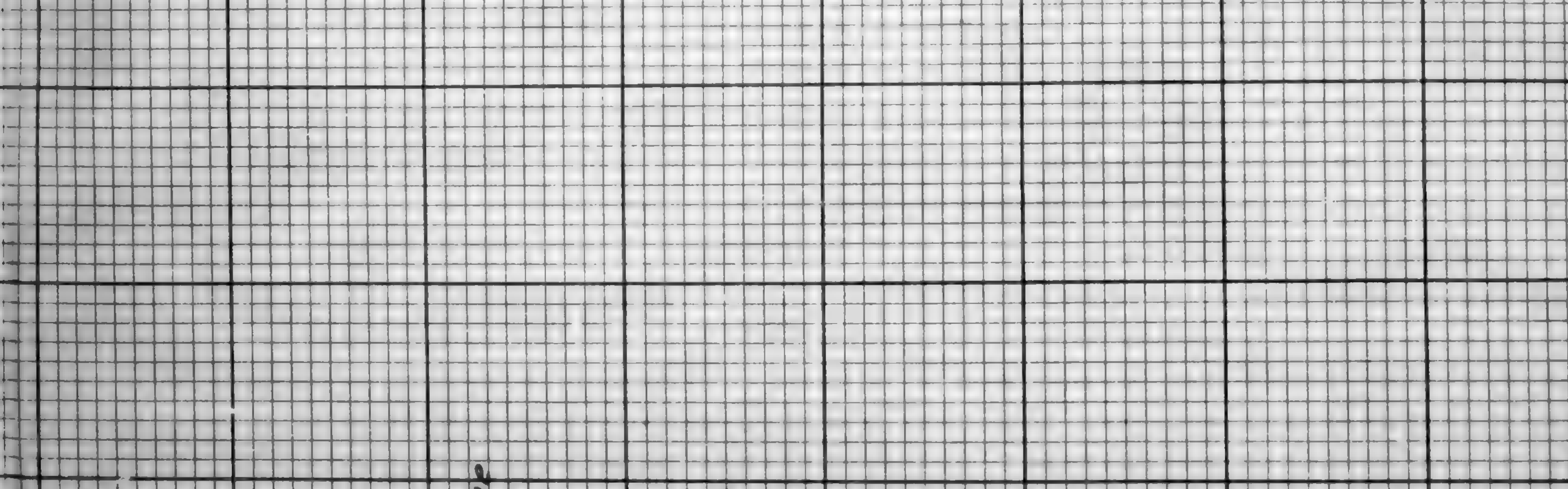
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

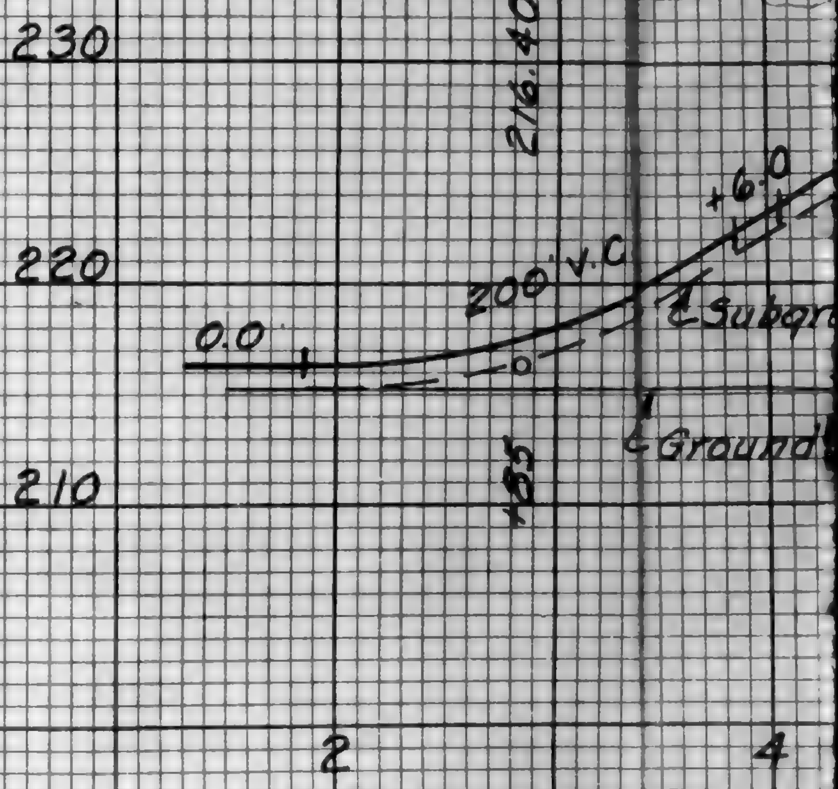

242.28
250
Match to "EB" Line
0.4
-1.64
240
50' V.C.
+50
230
245
"A"
(For
241.97
250
240
150' V.C.


238.68
℄ "WB" Line
242.53
248.53
Finish Grade ℄
Match Exist. Pav't.
+2.6
No V.C.
24 1/2"
+2.4
Subgrade
50' V.C.
50' V.C.
+70
+50
250

"A" LINE PROFILE
(For Plan See Sheet 3)

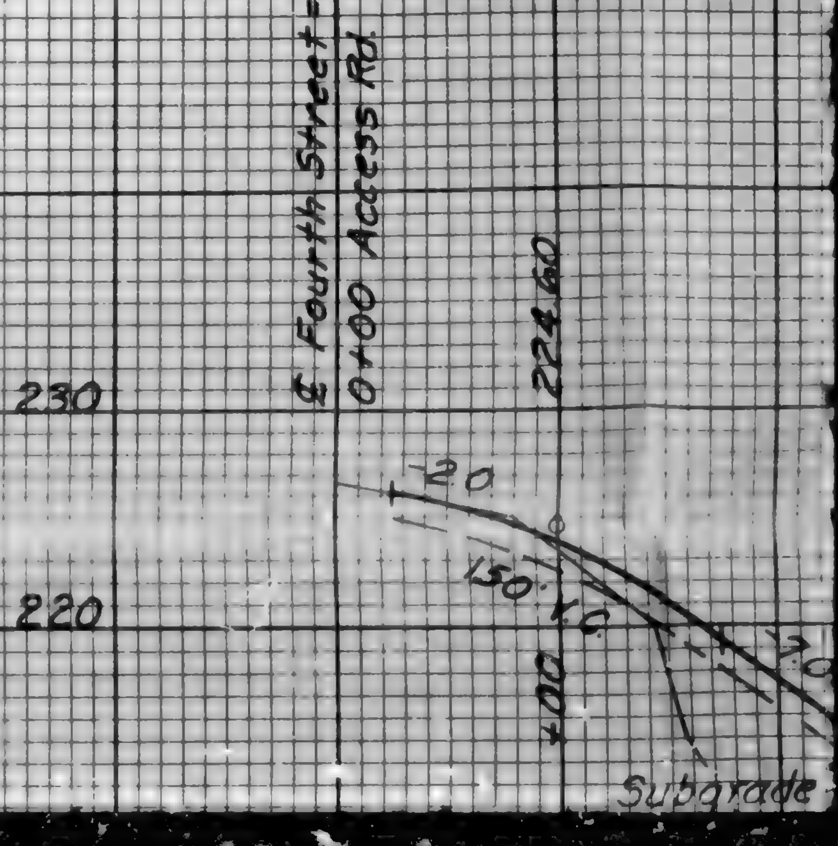

241.97
239.43
℄ "WB" Line
239.43
244.33
15 1/2"
Finish Grade ℄
-2.0
80' V.C.
0.0
100' V.C.
+3.2
150' V.C.
200' V.C.
Subgrade

Earthwork Quantities Included in Roadway Distribution.


230
220
210
216.40
+6.0
200' V.C.
0.0
℄ Subgr
℄ Ground
+85
2
4

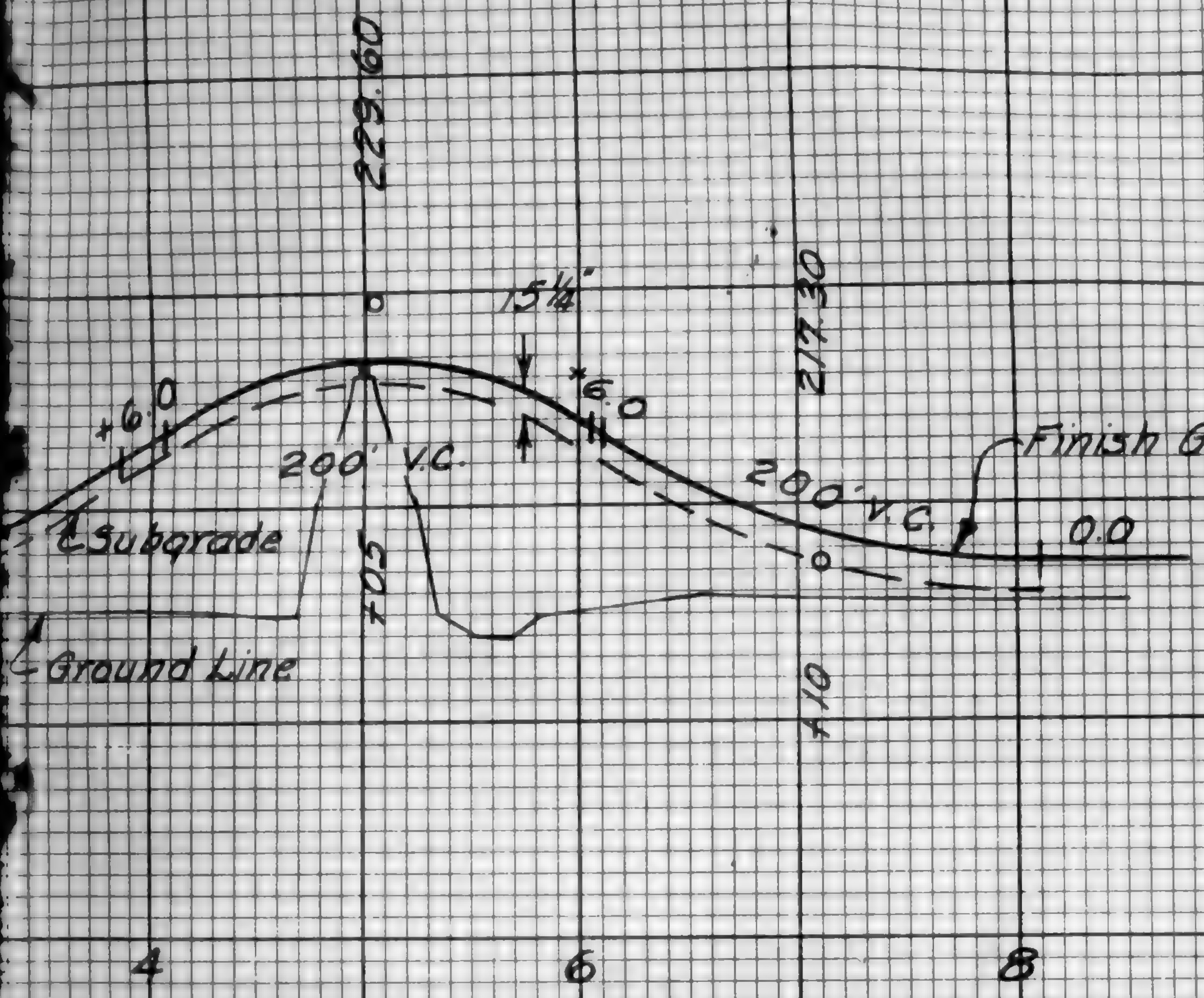
FRONTAG

(For Pl

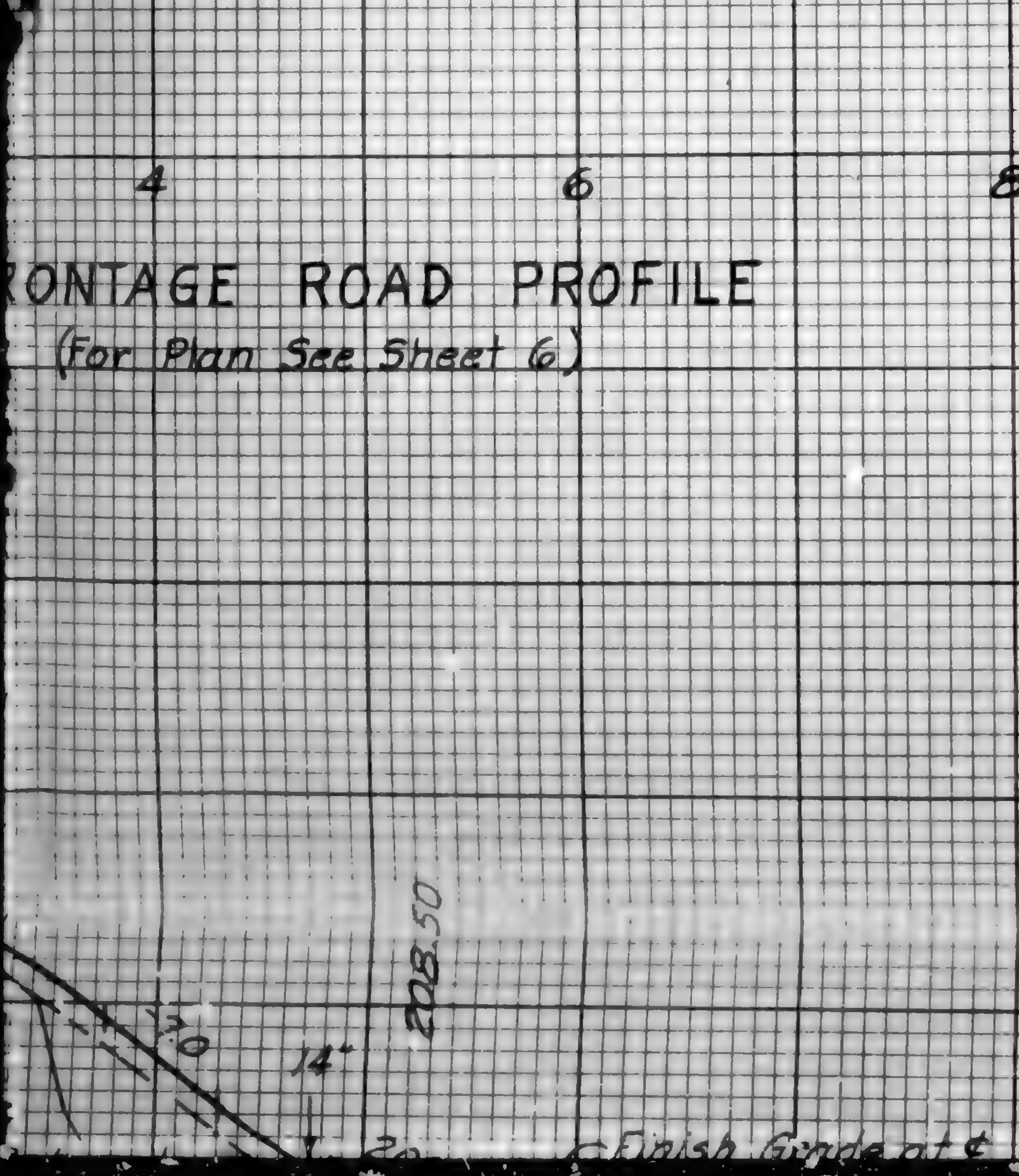

℄ Fourth Street = 0+00 Access Rd.
224.60
230
220
-2.0
150' V.C.
+00
7.0
Subgrade

CORVALLIS SECTION
CORVALLIS - NEWPORT HIGHWA
BENTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS Y
8	OREGON		


229.60
217.30
15¼"
+6.0
*6.0
200' V.C.
200' V.C.
Finish Grade at ℄
0.0
℄ Subgrade
℄ Ground Line
+05
+10
4
6
8

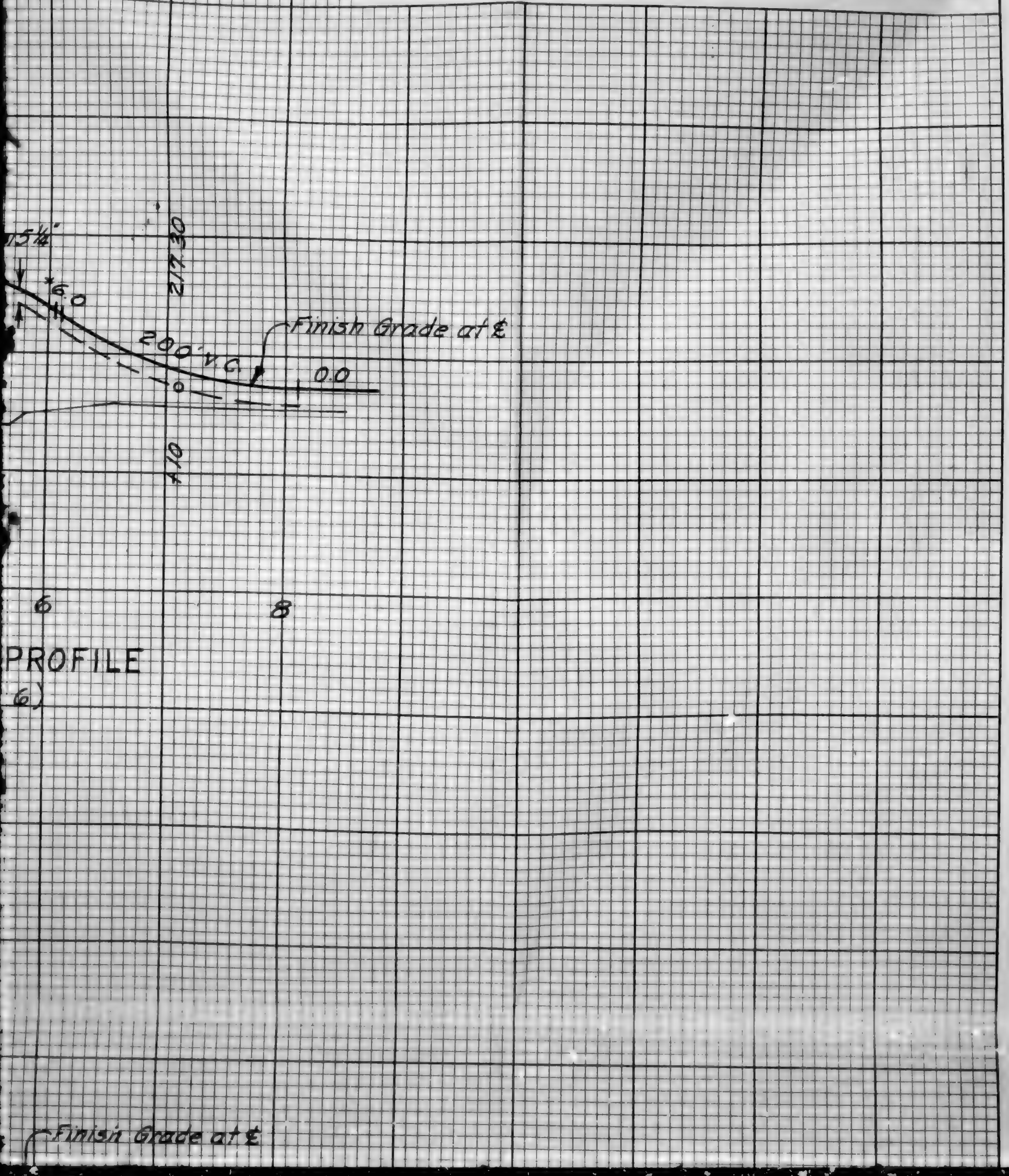
RONTAGE ROAD PROFILE
(For Plan See Sheet 6)


208.50
7.0
14"
Finish Grade at ℄

CORVALLIS SECTION
CORVALLIS - NEWPORT HIGHWAY
BENTON COUNTY

SHEET No. 7

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



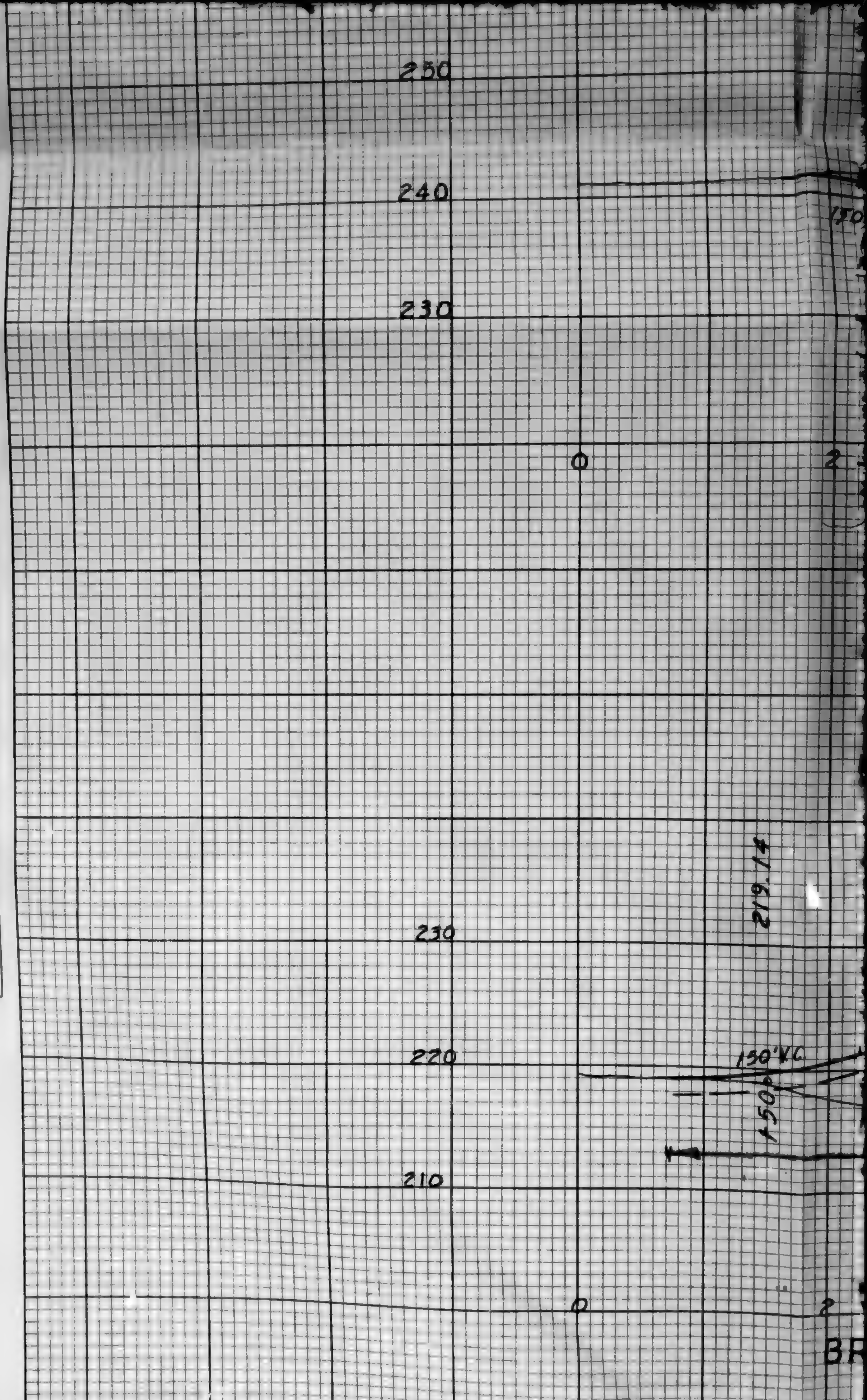
15¼"
6.0
217.30
200' V.C.
Finish Grade at ℄
0.0
410
6
8
PROFILE
6)
Finish Grade at ℄

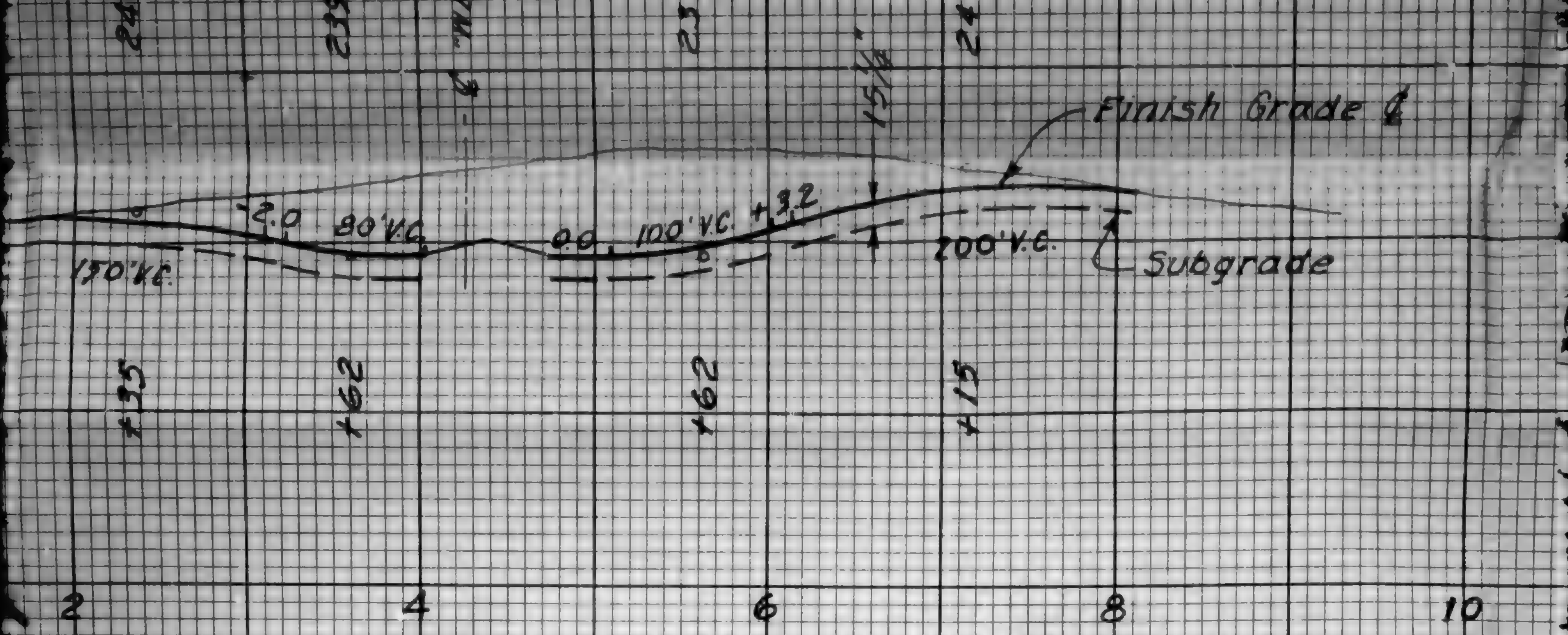
ORIGINAL SURVEY

NOTE BOOK

NO.

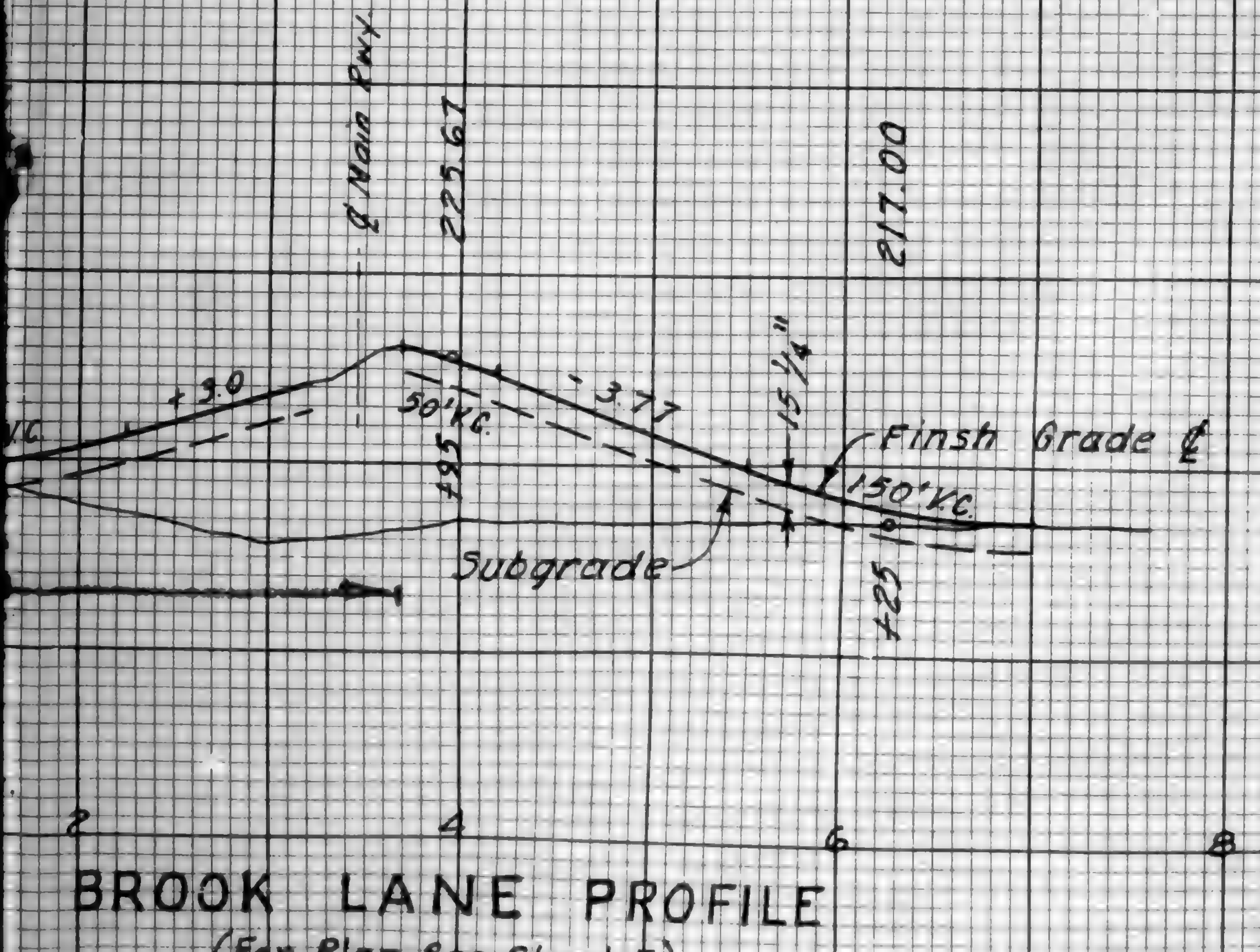
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		




24
23
℄ Ma
23
15½"
24
Finish Grade ℄
-2.0
80' V.C.
0.0
100' V.C.
+3.2
150' V.C.
200' V.C.
Subgrade
+35
+62
+62
+15
2
4
6
8
10

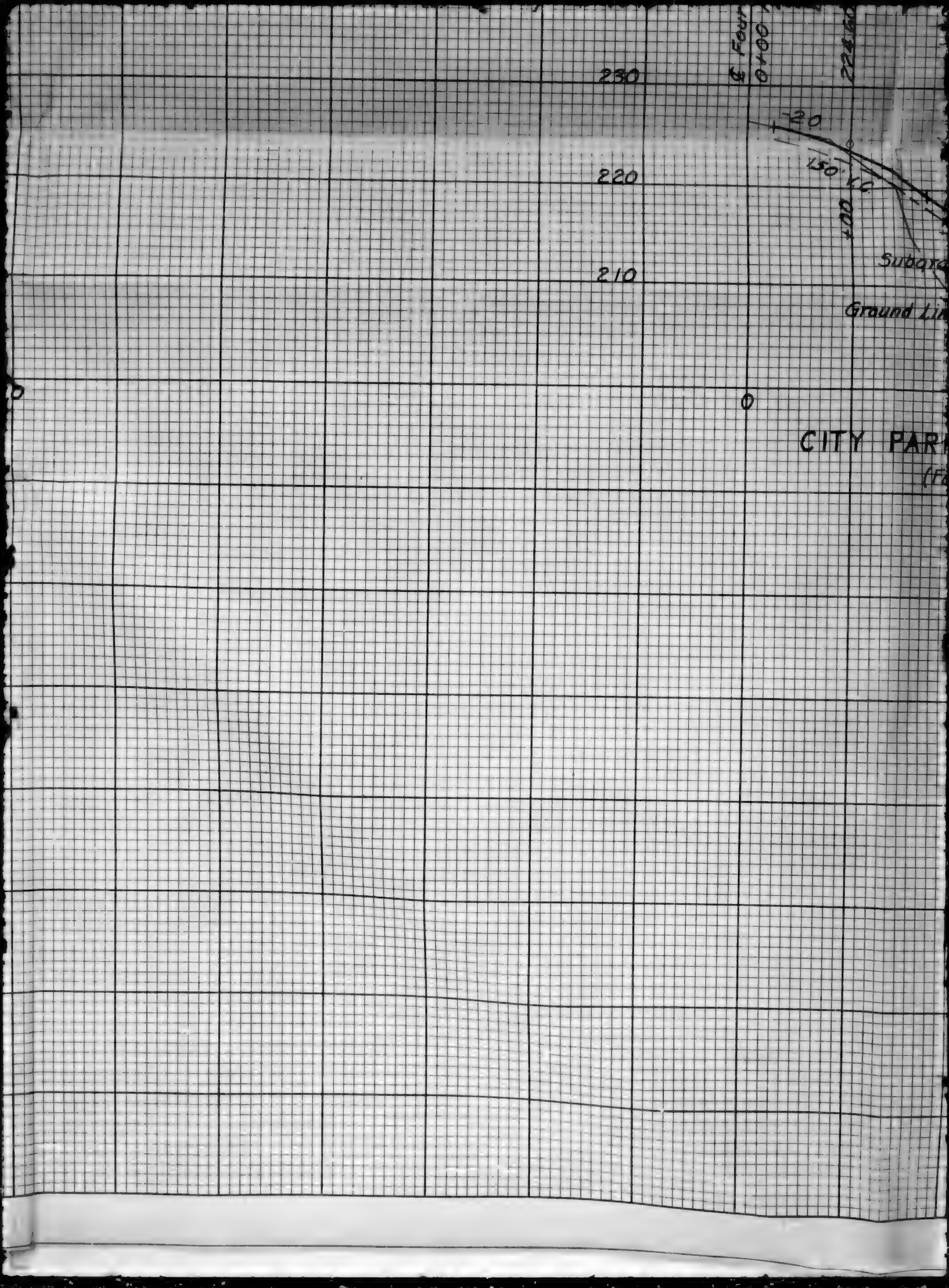
COUNTRY CLUB WAY PROFILE

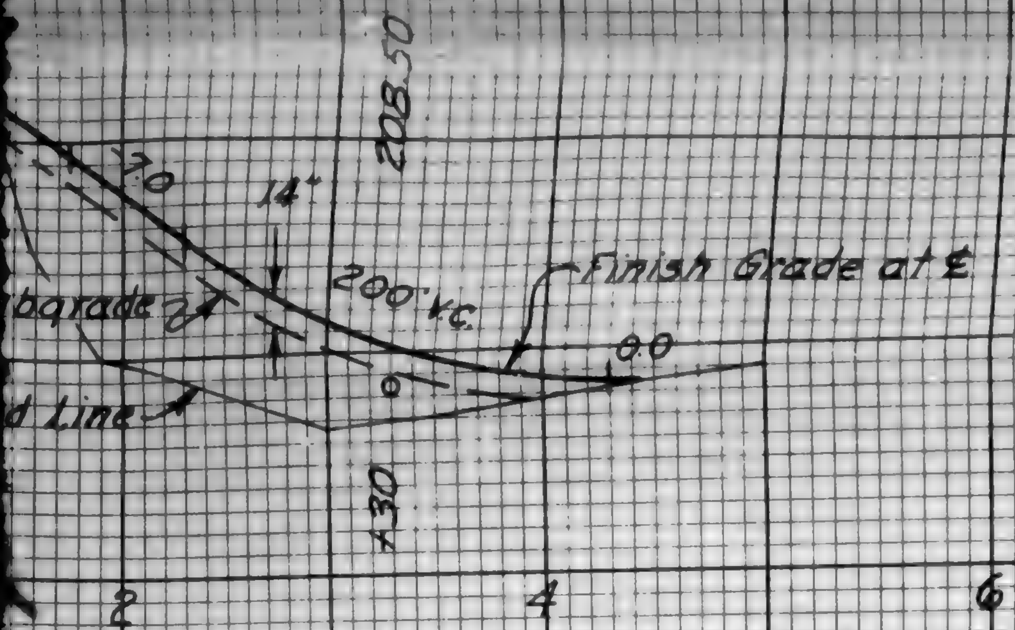
(For Plan See Sheet 4)


℄ Main Pwy.
225.67
217.00
+3.0
V.C.
50' V.C.
-3.77
15¼"
Finsh Grade ℄
150' V.C.
+95
Subgrade
+25
2
4
6
8

BROOK LANE PROFILE

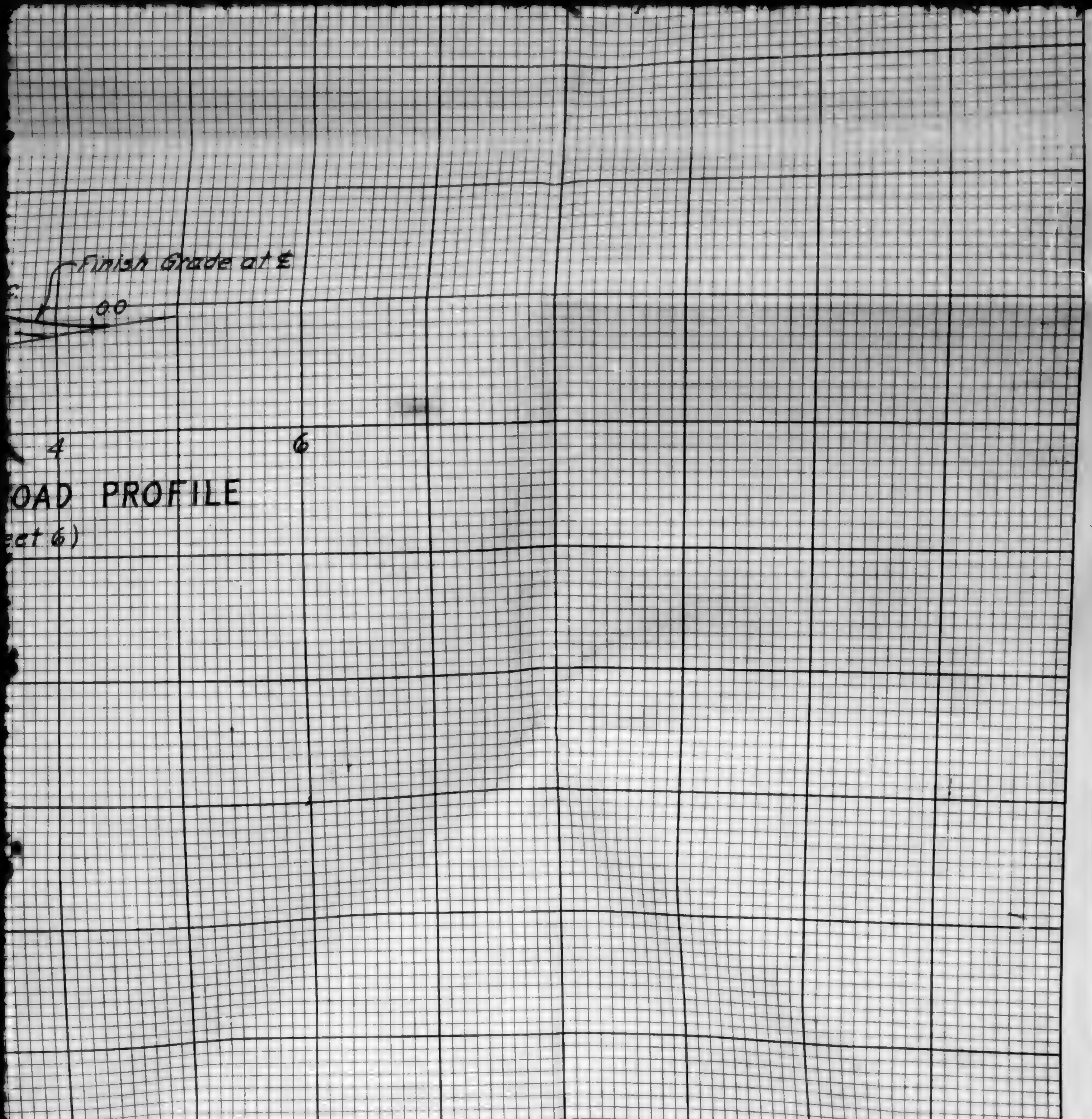
(For Plan See Sheet 5)


230
220
210
0
0
℄ Four
0+00
224.60
20
150' V.C.
+00
Subgra
Ground Li
CITY PAR
(F


208.50
7.0
14"
200' V.C.
Finish Grade at ℄
bgrade
0.0
0
d Line
+30
2
4
6

ARK ACCESS ROAD PROFILE

(For Plan See Sheet 6)



OAD PROFILE

ect 6)

RECEIVED
MAR 17 1959
FOR FILING

71-222 (5)
5505

March 16, 1959
Salem, Oregon

Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
Benton County

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject named project. Will you please have six copies of the agreement prepared in addition to any required by your division.

P. M. Stephenson
Assistant State Highway Engineer

JDG:cg
Att.

AGREEMENT DRAFT: 3/16/59

THIS AGREEMENT, made and entered into this ____ day of ________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and BENTON COUNTY, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to reconstruct and improve the Corvallis Section of the Corvallis-Newport Highway, State Primary Highway No. 33, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775 and ORS 374.075, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for carrying of the street or road over or under the throughway.

4. ORS 366.320(3) provides that all rights-of-way owned or held by the County over or along any roads adopted as state highways are vested in the State.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by

purchase or otherwise, let and award all contracts and supervise the construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one set of plans setting forth the general location and plans for the project.

2. State shall reconstruct Brook Lane with a connection at grade to the throughway approximately as shown colored in green and orange on the attached Exhibit "A." State is to maintain that portion colored in green.

3. State shall construct a connection connecting Country Club Way to the throughway approximately as shown colored in green and orange on the attached Exhibit "A." State is to maintain that portion colored in green.

4. State shall construct a connection connecting Sunset Drive to the throughway approximately as shown colored in green and orange on the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto and marked Exhibit "A," including all the provisions as set forth under THINGS TO BE DONE BY STATE.

2. County agrees, upon completion of the throughway, to assume at its sole expense the maintenance of and jurisdiction over those portions of the county roads, connecting roads, and relocated county roads as shown colored in orange on the attached Exhibit "A" and as mentioned in paragraphs 2, 3, and 4 under THINGS TO BE DONE BY STATE.

3. County agrees, upon completion of said project, to assume jurisdiction and control of the former route of the Corvallis-Newport Highway from the westerly city limits of Corvallis westerly to an intersection with the Corvallis-Newport Highway in the vicinity of Squaw Creek and shall maintain said former route as a part of the county road system, it being understood that State shall place said former route in serviceable condition before

it is eliminated and turned over to County.

4. County acknowledges the effect and scope of ORS 366.320(3) and, pursuant thereto, consents to the vesting in State of those portions of the right-of-way of the County within the right-of-way boundaries of the said throughway.

5. County agrees that no county road shall be constructed running into or intersecting the said throughway without the written consent of State.

6. County agrees to execute this agreement during a duly authorized session of its County Court.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

ATTEST:

____
County Clerk

STATE OF OREGON, by and through its
State Highway Commission

By__________________
Chairman

By__________________
Commissioner~~s~~

By__________________
Commissioner

BENTON COUNTY, by and through its
County Court

By__________________
County Judge

By__________________
County Commissioner

By__________________
County Commissioner

JDG:CGS:mm
DRAFT - 3/16/59

R

RECEIVED
MAR 12 1959
FOR FILING

U-222(5)

5505

March 12, 1959

Mr. George Simerville, City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Corvallis covering the construction of the Corvallis Section of the Corvallis-Newport Highway as a throughway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach: 1

file

RECEIVED
MAR 13 1959
FOR FILING

71-222 (5)

5565

Salem, Oregon
March 12, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2061

Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of a throughway agreement with the City of Corvallis covering the construction of the Corvallis Section of the Corvallis-Newport Highway as a throughway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Corvallis, Oregon.

Secretary

rn
Attach: 1

RECEIVED
FEB [illegible] 1959
FOR FILING

U-222(5)
5505

R

Salem, Oregon
February 24, 1959

Throughway Agreement
Corvallis Section
Corvallis-Newport Highway
City of Corvallis

1111 Mr. L. I. Linias
OFFICE

Attached is a draft of a revised agreement covering the subject project. Will you please have six copies of the agreement prepared in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:cg
Att.

D
R
A
F
T

AGREEMENT

THIS AGREEMENT, made and entered into this_____day of _______________________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State;" and the CITY OF CORVALLIS, a municipal corporation, acting by and through its city officials, hereinafter called "City;"

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Corvallis Section of the Corvallis-Newport Highway as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.080, and ORS 373.030, XXX State and City may enter into agreements for the construction, reconstruction, improvement or repair of any road, highway, street or throughway and the State may, with consent of City, change the grade of any street, highway or road over which state highway traffic is routed.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts and supervise the construction of said project. Attached hereto, marked Exhibit "A" and

DRAFT

by this reference made a part hereof, is a map setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPTETY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

4. State shall construct a 16 foot gravel road from Fourth Street to an existing park road opposite Highway Engineer's Survey Station approximately E. B. 332/00 permitting the City emergency access to City Park area. Said road is shown colored in orange on the attached Exhibit "A."

5. State shall reconstruct Avery Park road with connections to the throughway as shown colored in green and orange on the attached Exhibit "A." State is to maintain that portion colored in green.

6. State shall construct an access road to the throughway at a point opposite to and southerly from Highway Engineer's Survey Station approximately 313/30 as shown colored in green on the attached Exhibit "A" and shall maintain that portion of said access road within the right-of-way limits

of the throughway.

7. State shall construct an asphaltic concrete footpath 5 feet in width from Avery Park Road easterly to the access road described in paragraph 6 above. Said footpath is shown colored in purple on said Exhibit "A."

8. Should City obtain the permits, easements and all other necessary authority for the construction of a grade crossing of the railroad tracks to connect the properties lying between the highway and Marys River, and now separated by the railroad tracks, prior to the completion of State's contract for the grading of State's highway, State will construct the embankment necessary to provide access to said grade crossing.

9. State shall close the following streets in the following manner and at the following locations as shown by means of red lines on the attached Exhibit "A."

a. "D" Street at the westerly boundary line of the throughway.

b. Fifth Street at the northerly right-of-way boundary line of the throughway.

c. All city park roads at these points as described below:

(1) at the westerly edge of 3rd Street

(2) at the westerly edge of 4th Street

(3) at a point opposite to and southerly from Highway Engineer's Survey Station approximately E. B. 334+50

(4) at a point opposite to and southerly from Highway Engineer's Survey Station approximately E. B. 331+20

(5) at a point opposite to and southerly from Highway Engineer's Survey Station approximately E. B. 326+10.

draft

d. Thirteenth Street at the northerly and southerly right-of-way boundary lines of the throughway.

e. Parkway at the southerly right-of-way boundary line of the throughway between Highway Engineer's Survey Station 314+30 and 316+30.

draft

f. An unnamed street at the northerly right-of-way boundary line of the throughway between Highway Engineer's Survey Station 303+80 and 304+80, and at the westerly right-of-way boundary line of Avery Park Road.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project whether located inside or outside of the city limits. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, upon completion of the project by State, consents to the provisions as described and set forth in paragraphs 4, 5, 6, 7, and 8 under THINGS TO BE DONE BY STATE, and will assume maintenance of and jurisdiction over said gravel road and said footpath as covered in paragraphs 4 and 7 under THINGS TO BE DONE BY STATE.

draft

5. City consents to the closure of those streets as described and set forth in paragraph 10 under THINGS TO BE DONE BY STATE.

6. City by execution of this agreement, consents to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

7. City shall enact and enforce an ordinance or resolution, as the case may be, prohibiting parking on that portion of the project from the west city limits to "C" Street.

8. Upon completion of said project City shall resume jurisdiction and control of the former route of the Corvallis-Newport Highway from the westerly city limits easterly to Third Street and shall maintain said former route as part of the city street system. It being understood that State shall place said former route in serviceable condition before being relinquished to City.

9. Should City elect to proceed with the grade crossing of the railroad tracks as set forth in Section 1 of THINGS TO BE DONE BY STATE, City shall prosecute the matter expeditiously so that State may be assured that permits, easements, and all other necessary authority have been secured as early as possible. In the event that such permits, easements and authority is not secured by City and the State not so notified prior to the time State's contractor for the grading of State' project completes his contract, the said Section 8 shall be null and void.

10. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement.

GENERAL PROVISIONS

It is to be clearly understood by both parties that, in the event an access is obtained across the property of Benton Broadcasters, Inc., prior to the time the footpath and access road described in paragraphs 6 an 7 under THINGS TO BE DONE BY STATE are constructed then they will not be constructed; however, if said footpath and access road are constructed as a part of the project and at some future date an access road across Benton Broadcasters, Inc., is constructed, then said footpath and access road referred to above shall be eliminated.

It shall be further understood by both parties that if the City constructs a suitable park road from the existing park area westerly across the Southern Pacific Company railroad tracks to the now proposed

D
R
A
F
T

park area then the road to be constructed under paragraph 4 under THINGS TO BE DONE BY STATE shall be opened to public travel for entrance only to the park area.

If, in the opinion of the State it is determined that a connection meeting all traffic safety requirements can be constructed connecting a park road to Third Street opposite to and westerly from Highway Engineer's Survey Station approximately 335+70 such a connection shall be constructed and maintained by State. However if it is determined that a satisfactory connection cannot be constructed at this point the City consents to the closure of X said park road at the westerly edge of Third Street.

IN WITNESS, the parties hereto and have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By______________________
Chairman

By______________________
Commissioner

By______________________
Commissioner

CITY OF CORVALLIS, by and through
its city officials

By______________________
Mayor

ATTEST:

____

By______________________
Recorder

RHP:cg
2/24/59

RECEIVED
FEB 4 1959
FOR FILING

U-222(5)

5505

February 2, 1959

////

Mr. Gerald R. Wallace, Superintendent
Consolidated School District No. 509CJ
Post Office Box 610
Corvallis, Oregon

Dear Sir:

Re: Corvallis Section
Corvallis-Newport Highway

With reference to your letter of January 23 concerning property which we must obtain from you in order to build the Corvallis Section of the Corvallis-Newport Highway, I wish to advise as follows:

We are currently purchasing property on this project, and you will no doubt be contacted by one of our right-of-way agents in the very near future. Our present schedule calls for contracting of this project in April.

I am enclosing herewith a map showing the taking that is contemplated from the School District. The property to be taken is outlined in red. At the present time, this is to be a two-lane facility with left-turn refuges provided for traffic at Country Club Way. Copies of the preliminary lane patterns are attached. Our present plans contemplate that access to your remaining property southerly of the highway will be to Country Club Way.

The right-of-way representative who will contact you in the next few days will be able to answer your questions as to area of taking, access, and payment. If you have any further questions of an engineering nature, I will have our Division engineer call on you and answer them. Please advise if this is necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me
Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Walter Wright
Mr. J. D. Walker

CONSOLIDATED SCHOOL DISTRICT NO. 509 CJ
P. O. Box 610
CORVALLIS, OREGON

ADMINISTRATION OFFICE
CITY HALL
5TH AND MADISON STS.

PLEASE RETURN TO
FORREST COOPER

January 23, 1959

REFERRED TO
Cooper
By State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

We are beginning to make final plans for building our junior high school on the property along Country Club Way. We need to know as soon as possible what arrangements will be made concerning the eight acres which your highway proposal affects in our over-all school site of fifty acres.

Please let us know your plans at your earliest convenience.

Sincerely,

Gerald R. Wallace

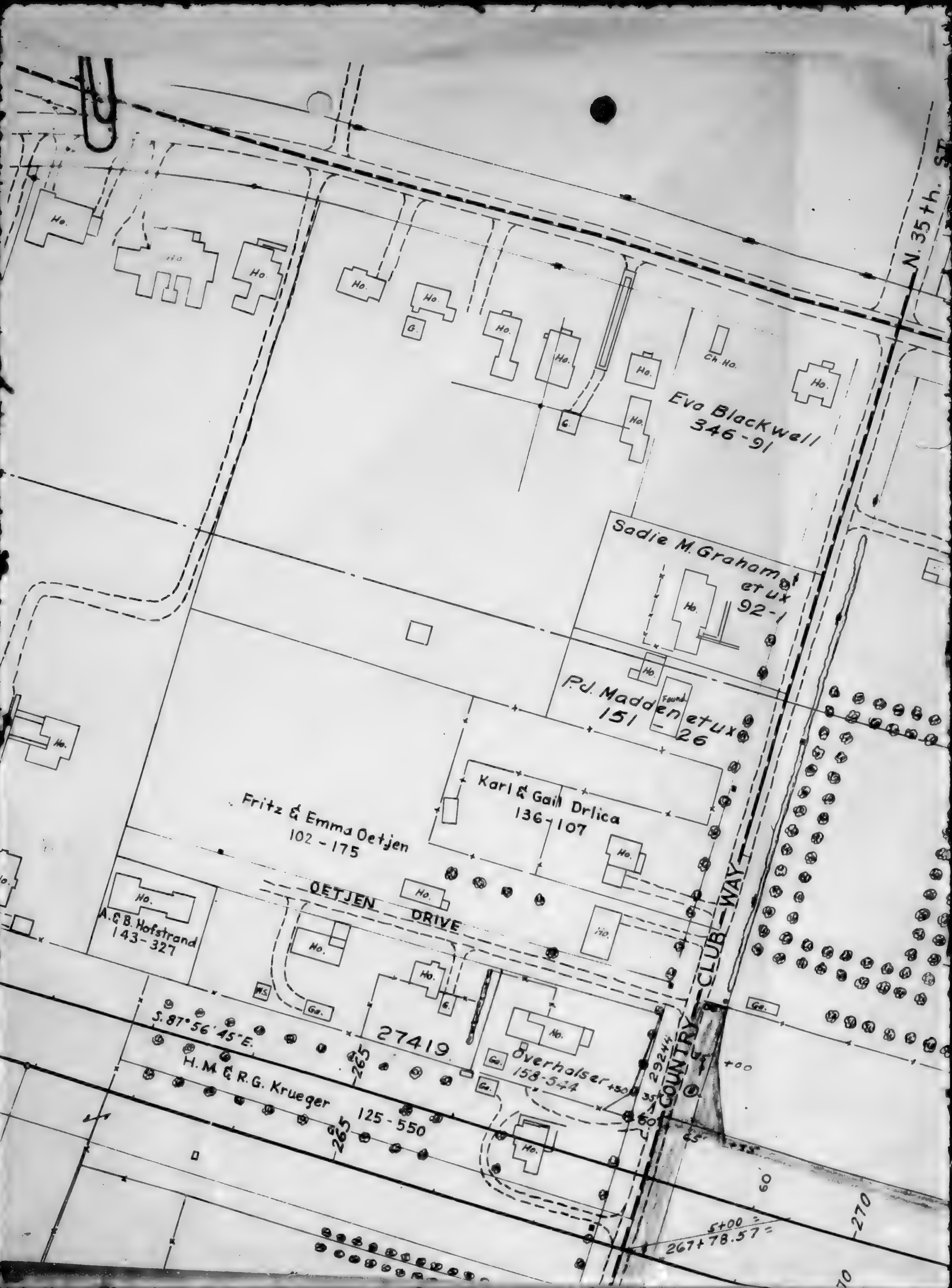
Gerald R. Wallace
Superintendent

cr

FORREST COOPER

RECEIVED
JAN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959


N. 35th. ST.
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G.
Ho.
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Ch. Ho.
Ho.
G.
Ho.
Eva Blackwell
346-91
Sadie M. Graham
et ux
92-1
Ho.
Ho.
P.J. Madden et ux
151-26
Found.
Ho.
Karl & Gail Drlica
136-107
Fritz & Emma Oetjen
102-175
Ho.
Ho.
OETJEN DRIVE
Ho.
Ho.
A. & B. Hofstrand
143-327
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COUNTRY CLUB WAY
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27419
S. 87° 56' 45" E.
265
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Ga.
Overhalser
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Ga.
+50
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H.M. & R.G. Krueger
125-550
265
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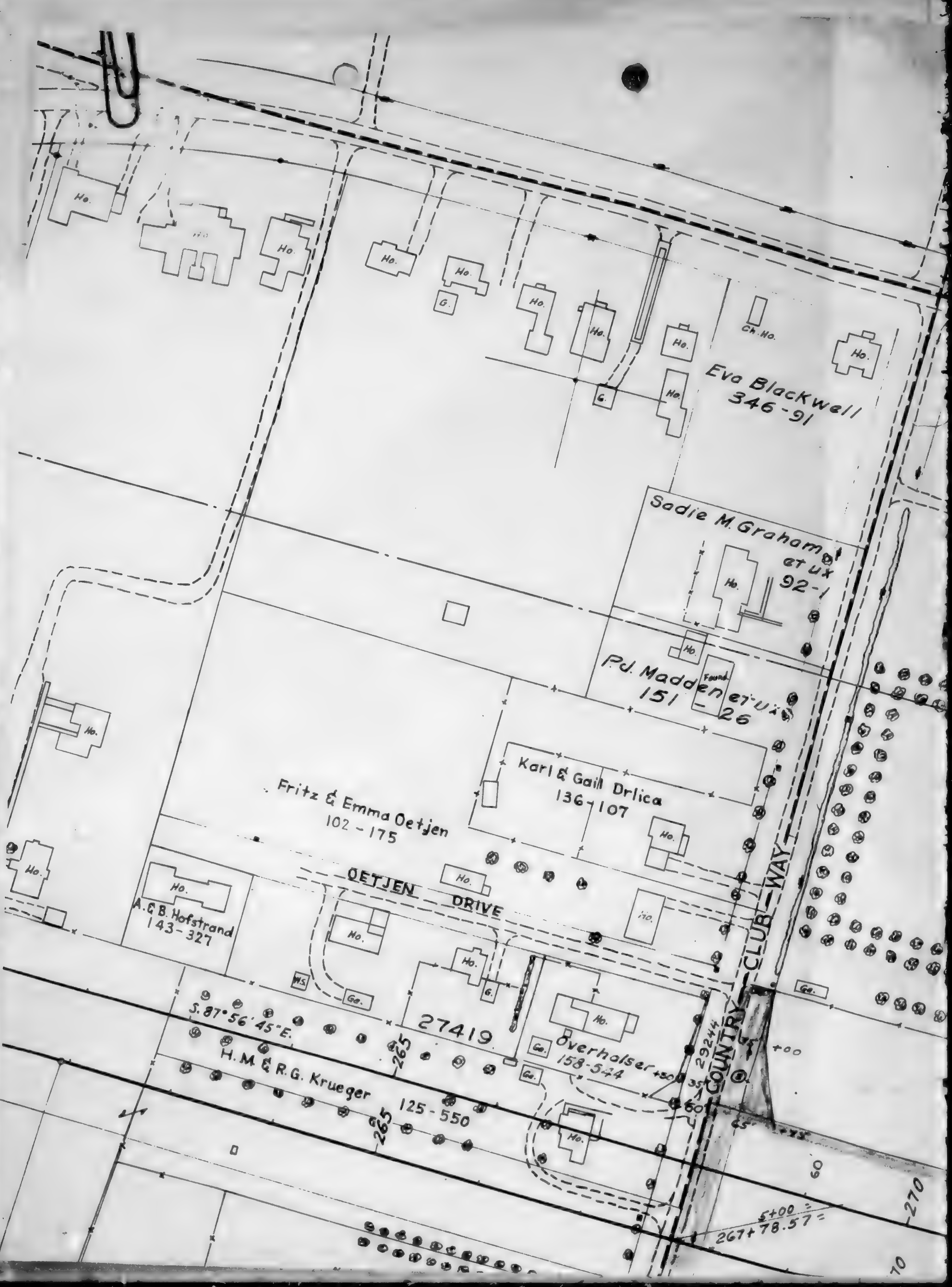
5+00 =
267+78.57 =
270


Eva Blackwell
346-91
Sadie M. Graham et ux
92-1
P.J. Madden et ux
151-26
Found.
Karl & Gail Drlica
136-107
Fritz & Emma Oetjen
102-175
OETJEN DRIVE
A.&B. Hofstrand
143-327
27419
Overhalser
158-544
S. 87°56'45"E.
H.M.& R.G. Krueger
125-550
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COUNTRY CLUB WAY
29244
35
60
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5+00 =
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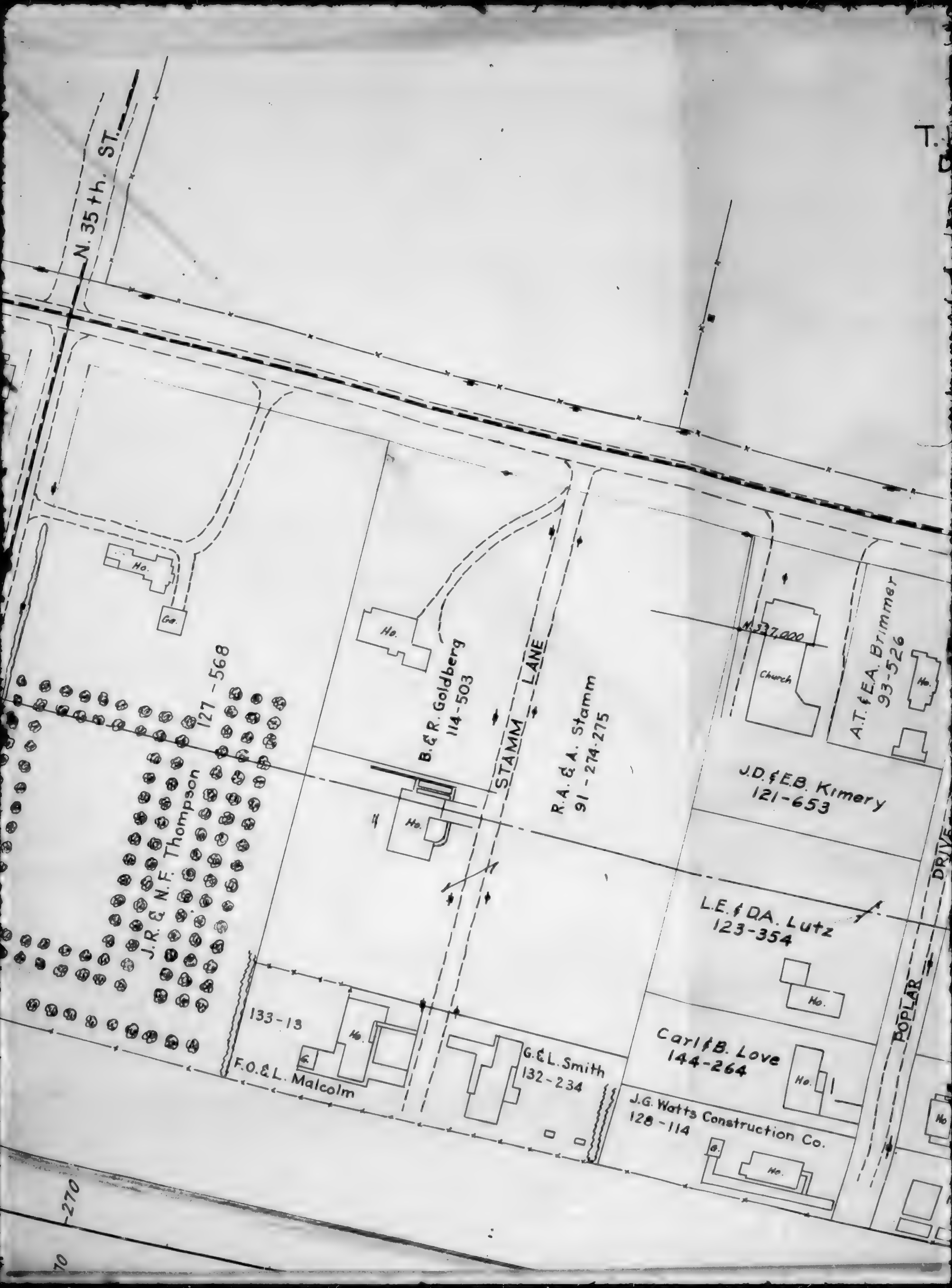
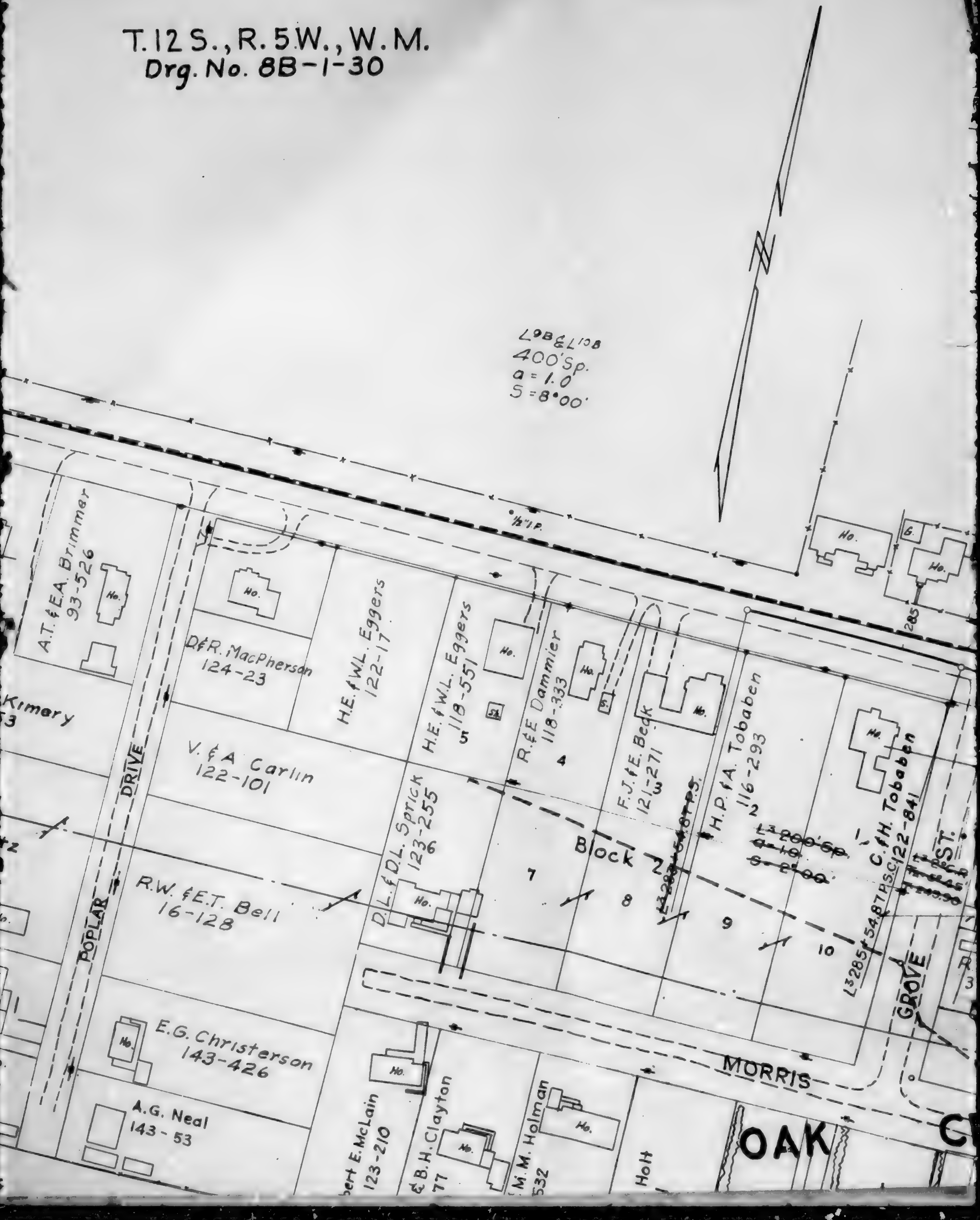
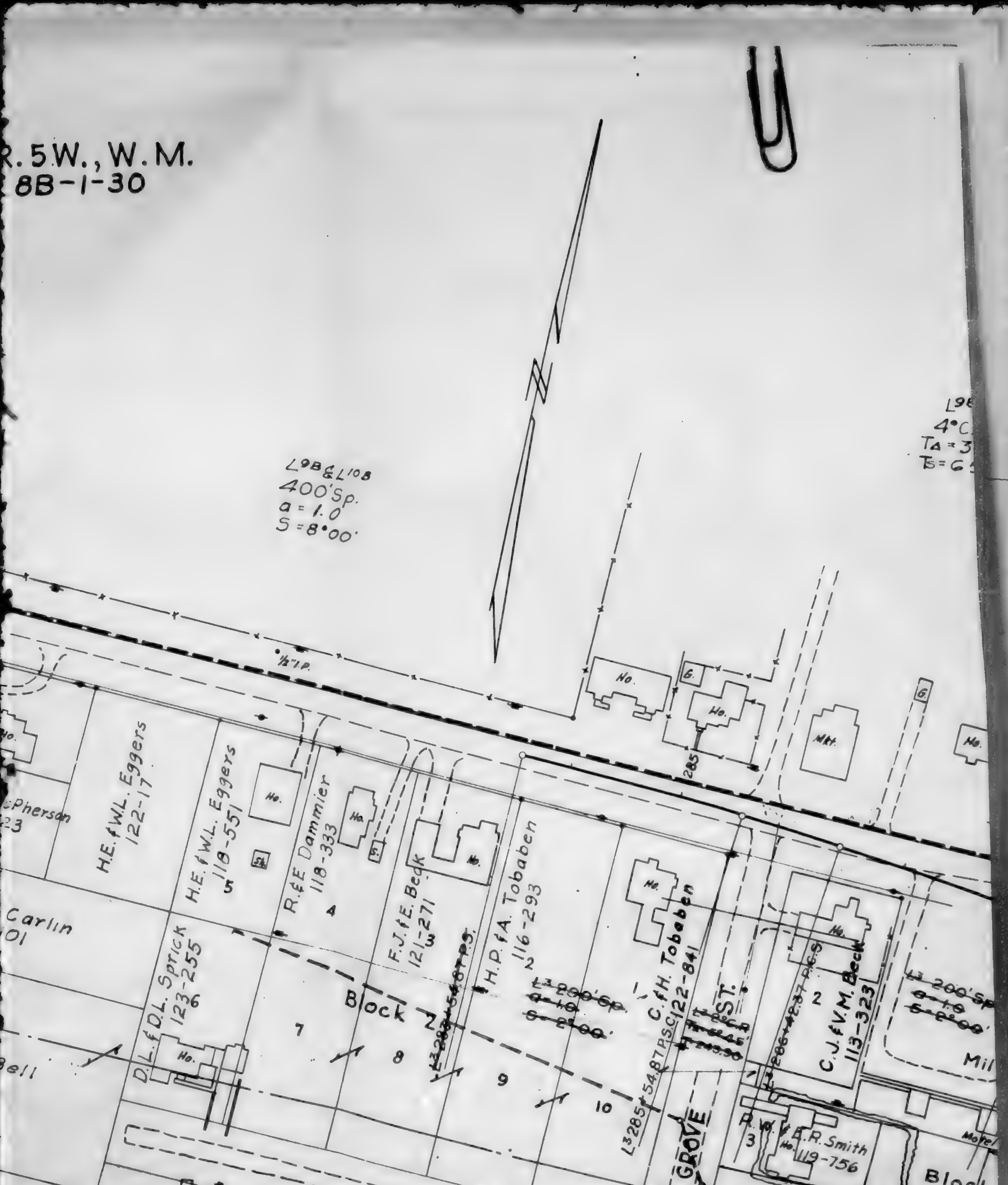
M.S.


N. 35th. ST.
STAMM LANE
POPLAR DRIVE
Ho.
Ga.
J.R. & N.F. Thompson
121-568
B.& R. Goldberg
114-503
Ho.
R.A. & A. Stamm
91-274-275
Church
N.337,000
A.T. & E.A. Brimmer
93-526
Ho.
J.D. & E.B. Kimery
121-653
L.E. & D.A. Lutz
123-354
Ho.
133-13
Ho.
G.
F.O. & L. Malcolm
G.&L. Smith
132-234
Carl & B. Love
144-264
Ho.
J.G. Watts Construction Co.
128-114
G.
Ho.
Ho
270
70
T.

T.12 S., R.5W., W.M.
Drg. No. 8B-1-30



400'Sp.
a = 1.0
S = 8°00'
½" I.P.
No.
G.
No.
285
A.T. & E.A. Brimmer
93-526
No.
D&R. MacPherson
124-23
H.E. & W.L. Eggers
122-17
H.E. & W.L. Eggers
118-551
5
R. & E. Dammier
118-333
4
F.J. & E. Beck
121-271
3
H.P. & A. Tobaben
116-293
2
~~L³ 200' Sp.~~
~~a = 1.0~~
~~S = 2°00'~~
1
C. & H. Tobaben
122-841
Kimery
V. & A. Carlin
122-101
POPLAR
DRIVE
D.L. & D.L. Sprick
123-255
6
Block 2
7
8
9
10
L³ 285 + 54.87 P.S.C.
GROVE
ST.
R.W. & E.T. Bell
16-128
No.
E.G. Christerson
143-426
No.
A.G. Neal
143-53
MORRIS
OAK
No.
bert E. McLain
123-210
& B.H. Clayton
77
M.M. Holman
532
Holt
No.


R. 5W., W.M.
8B-1-30
L9B & L10B
400'Sp.
a = 1.0
S = 8°00'
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4°C
TA = 3
TS = 6
½" I.P.
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G.
No.
Mkt.
G.
No.
285
No.
cPherson
23
H.E. & W.L. Eggers
122-17
H.E. & W.L. Eggers
118-551
5
No.
Sh.
R. & E. Dammier
118-333
4
No.
S.
F.J. & E. Beck
121-271
3
No.
H.P. & A. Tobaben
116-293
2
~~L3 200'Sp.~~
~~a = 1.0~~
~~S = 2°00'~~
No.
C. & H. Tobaben
122-841
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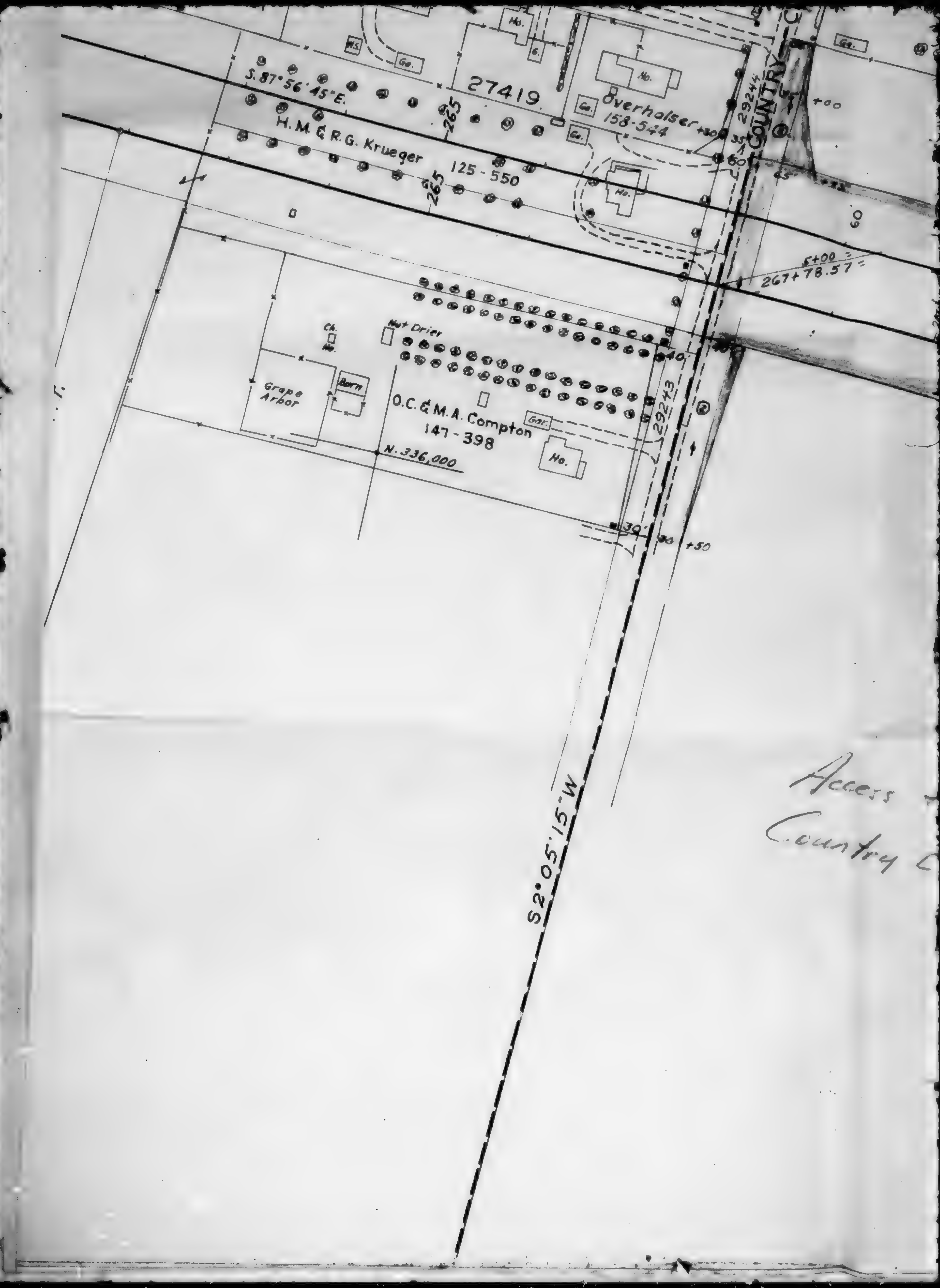
~~L3 2°C.R.~~
~~T = 62.45~~
~~L = 245.90~~
ST.
No.
2
C.J. & V.M. Beck
113-323
L3 286 + 42.37 P.C.S.
~~L3 200'Sp.~~
~~a = 1.0~~
~~S = 2°00'~~
Mil
Carlin
01
D.L. & D.L. Sprick
123-255
6
Block 2
7
8
~~L3 283 + 54.87 P.S.~~
9
10
L3 285 + 54.87 P.S.C.
GROVE
R.W. & E.R. Smith
No.
119-756
3
Motel
Block
4
5
Bell
No.
terson
26
MORRIS
ert E. McLain
123-210
No.
& B.H. Clayton
77
M.M. Holman
532
No.
Holt
OAK
CREEK
③


W.S.
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G.
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S. 87°56'45"E.
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H.M. & R.G. Krueger
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5+00
267+78.57
Ch.
Ho.
Nut Drier
Grape Arbor
Barn
O.C. & M.A. Compton
147-398
Gar.
Ho.
N. 336,000
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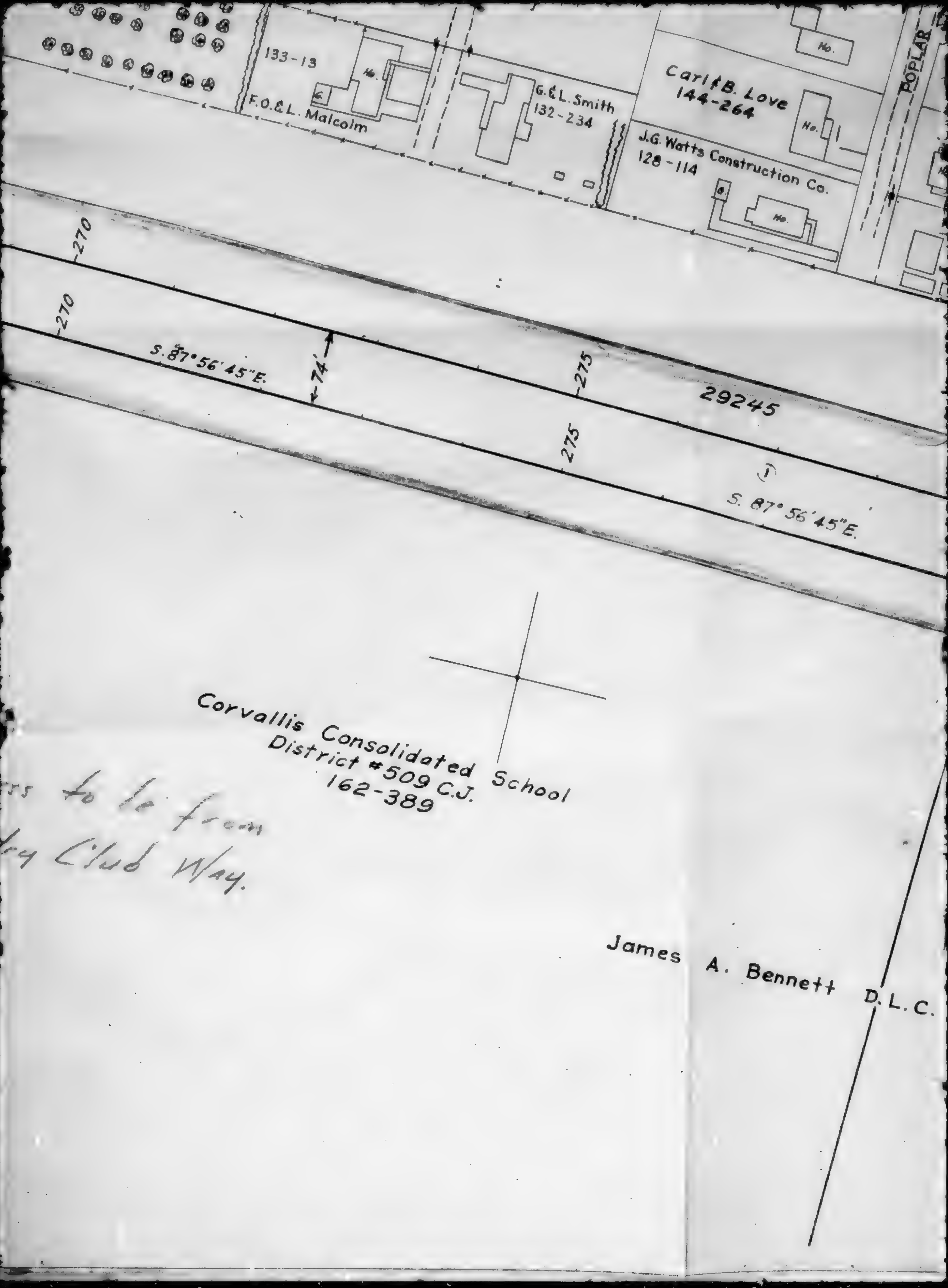
S2°05'15"W

Access
Country C


133-13
Ho.
G.
F.O.&L. Malcolm
G.&L. Smith
132-234
Carl & B. Love
144-264
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POPLAR
J.G. Watts Construction Co.
128-114
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270
270
S. 87°56'45"E.
74'
275
29245
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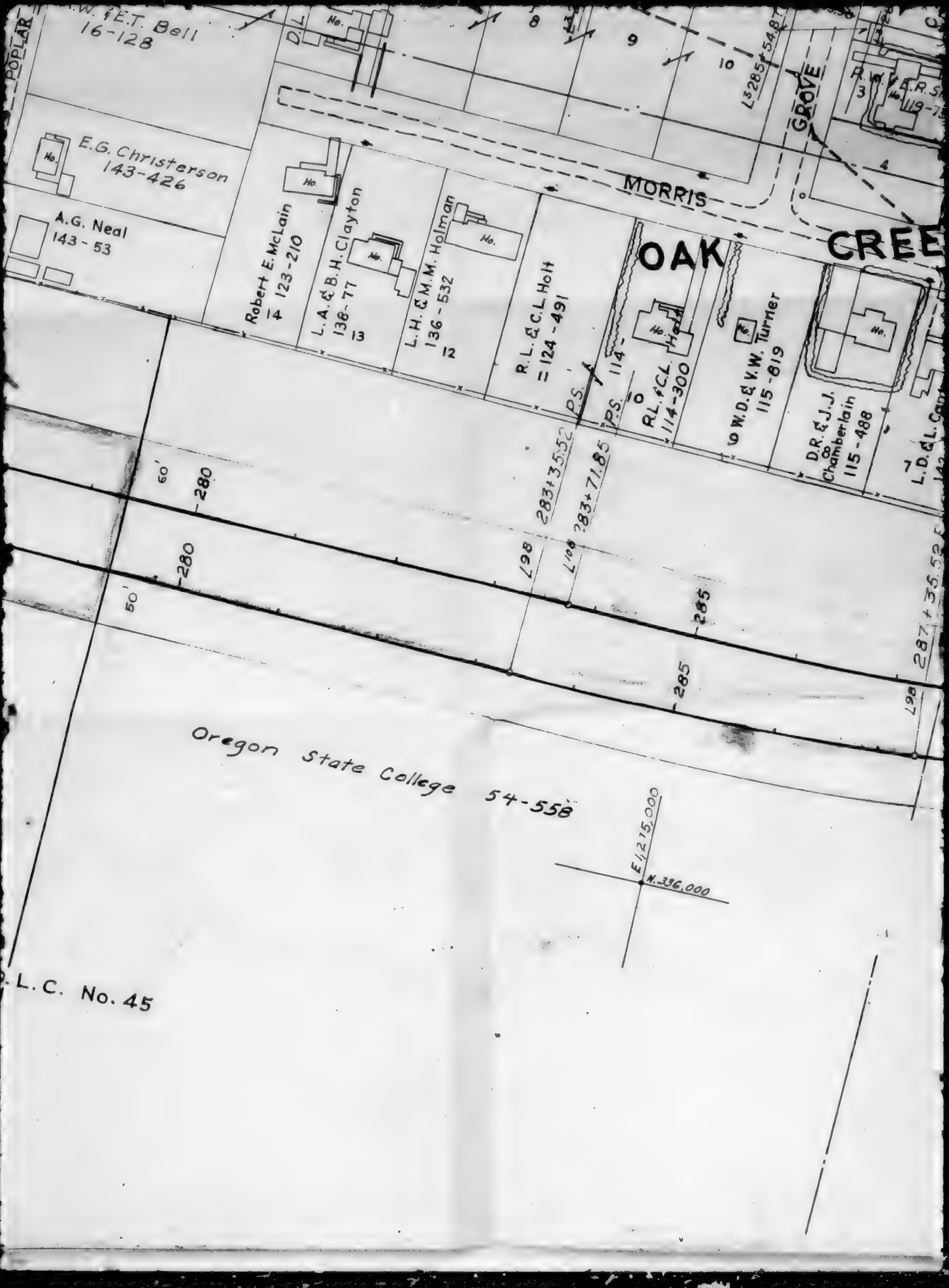
①
S. 87°56'45"E.
Corvallis Consolidated School
District #509 C.J.
162-389
James A. Bennett D.L.C.

ss to be from
ry Club Way.


POPLAR
W. & E.T. Bell
16-128
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L3285+54.8
GROVE
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4
E.G. Christerson
143-426
A.G. Neal
143-53
MORRIS
OAK
CREE
Robert E. McLain
123-210
14
L.A. & B.H. Clayton
138-77
13
L.H. & M.M. Holman
136-532
12
R.L. & C.L. Holt
124-491
P.S.
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P.S.
10
R.L. & C.L. Holt
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9 W.D. & V.W. Turner
115-819
D.R. & J.J.
8
Chamberlain
115-488
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L.D. & L. Ca
60'
280
283+35.52
283+71.85
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50'
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287+35.52
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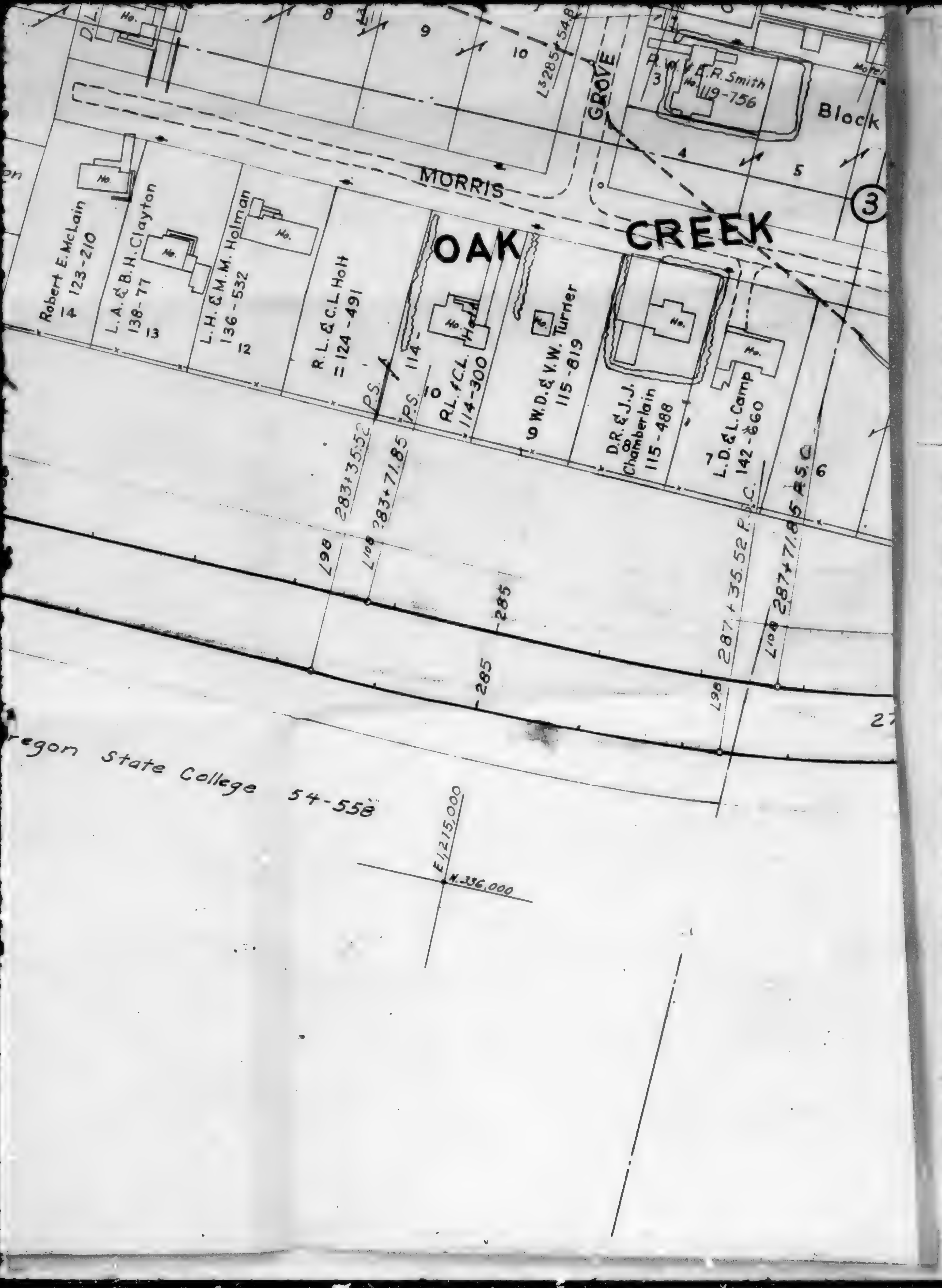
Oregon State College 54-558
E 1,215,000
N. 336,000
L.C. No. 45



D.L.
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L3285+54.8
GROVE
R.W. & E.R. Smith
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119-756
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MORRIS
on
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Robert E. McLain
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L.H. & M.M. Holman
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114-300
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W.D. & V.W. Turner
115-819
D.R. & J.J. Chamberlain
115-488
L.D. & L. Camp
142-660
7
6
283+35.52
283+71.85
L98
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285
285
287+35.52 P.S.C.
287+71.85 P.S.C.
L98
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27
Oregon State College 54-558
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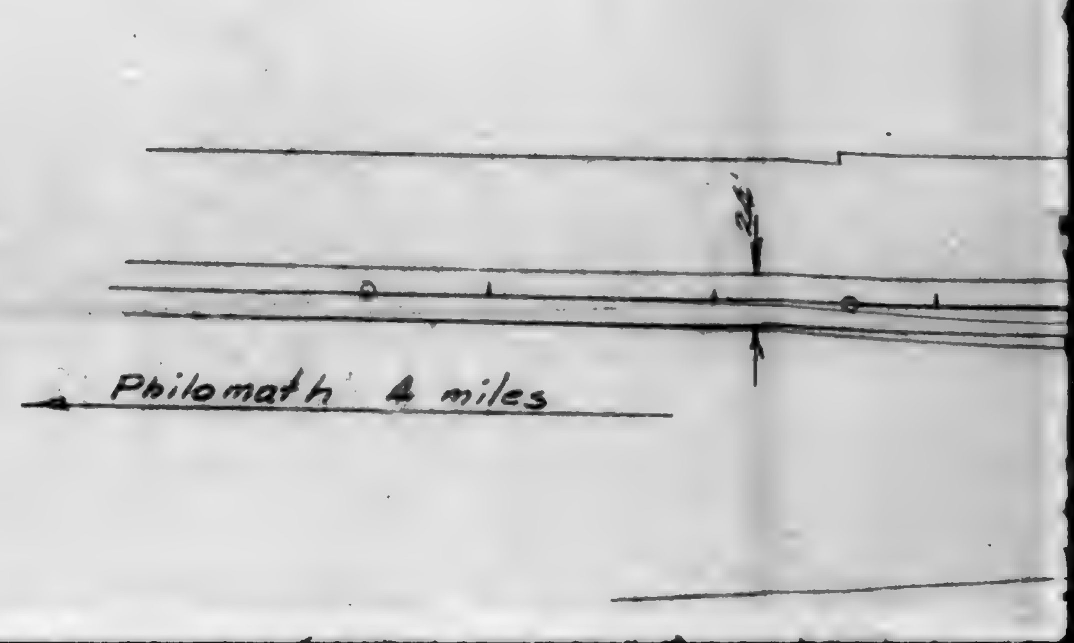
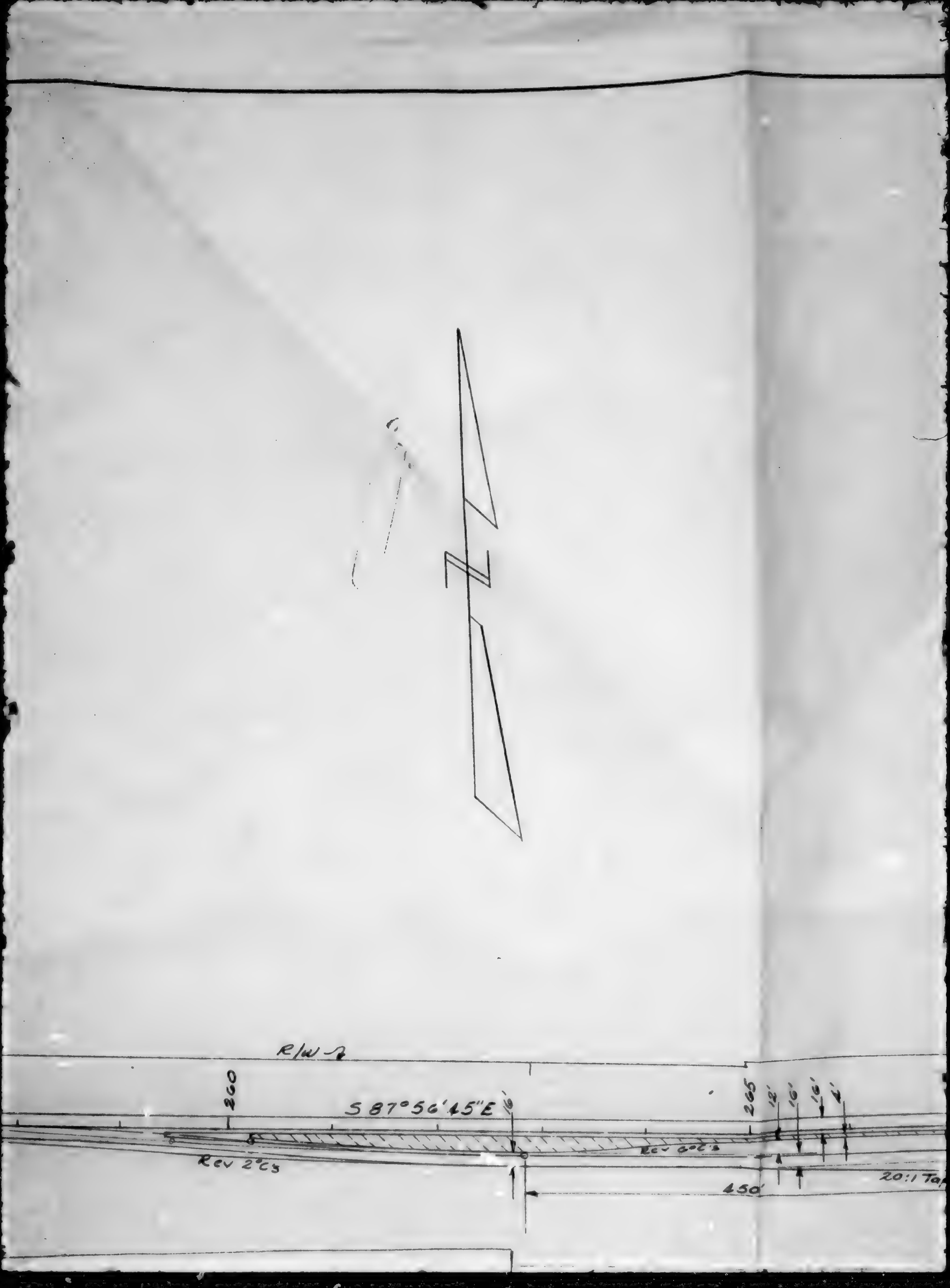
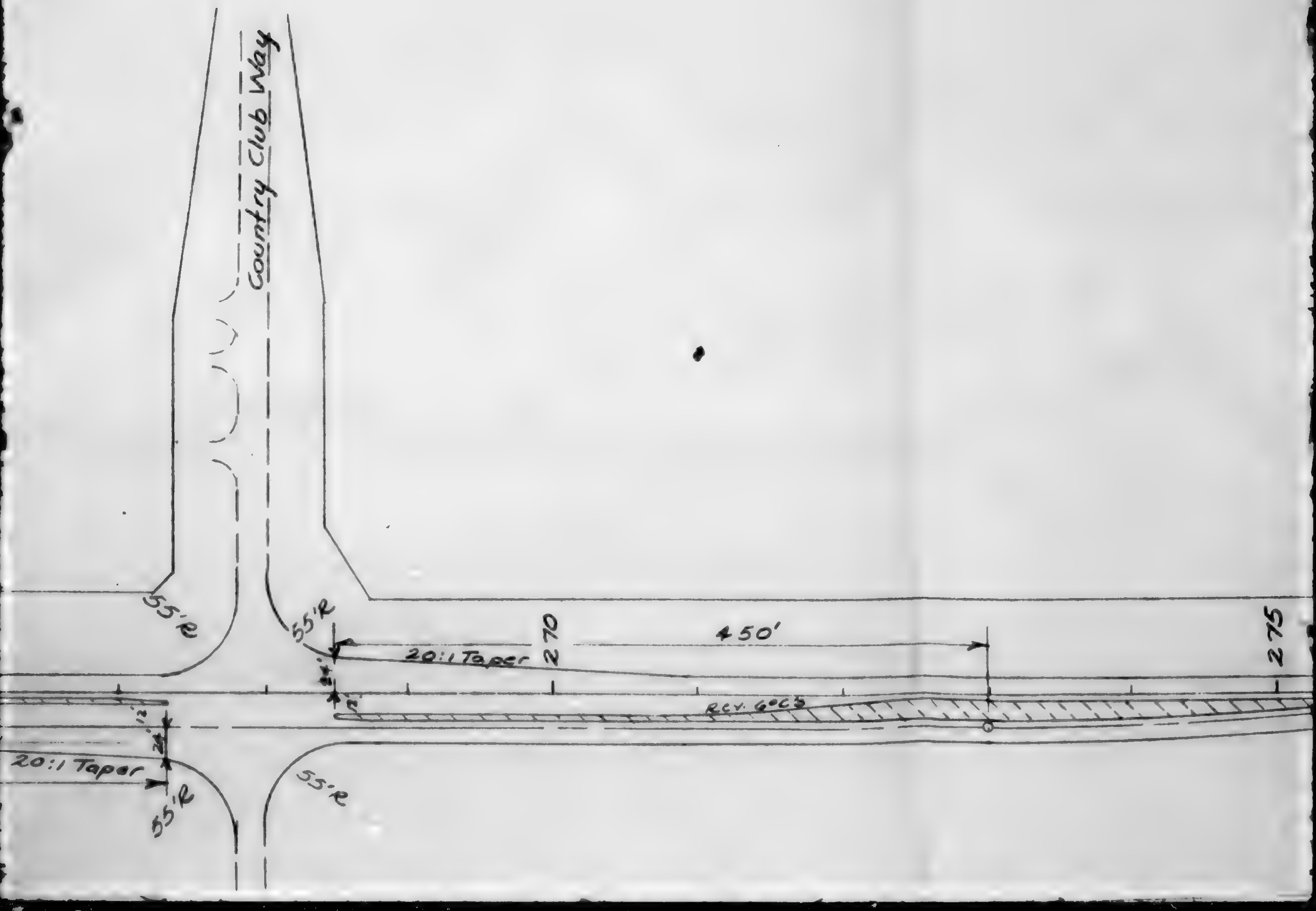

24'
Philomath 4 miles

241+07


R/W
S 87°56'45"E
Rev 2°C's
Rev 6°C's
20:1 Ta


Country Club Way
55'R
55'R
270
450'
275
20:1 Taper
24'
12'
RCV. 6"CS
12'
24'
20:1 Taper
55'R
55'R

529
277
~~4~~
4

CORVALLIS-PHILOMATH SECT
CORVALLIS-NEWPORT HIGHWA
BENTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC YEA
8	OREGON		

Standard Interchange Layout Sheet

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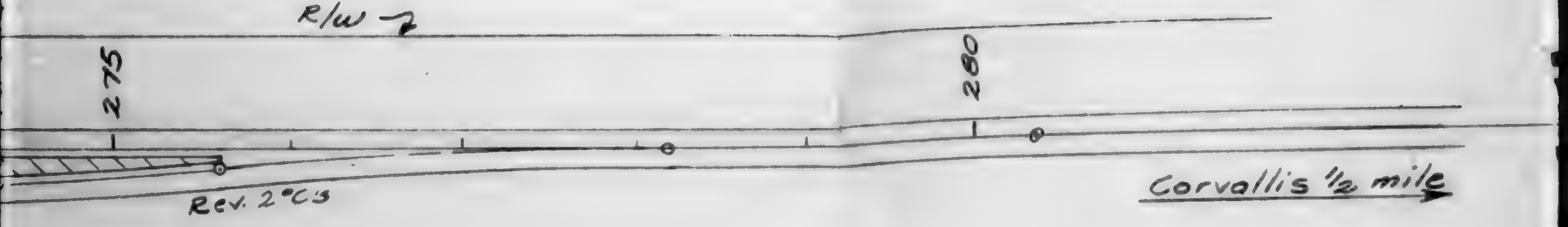
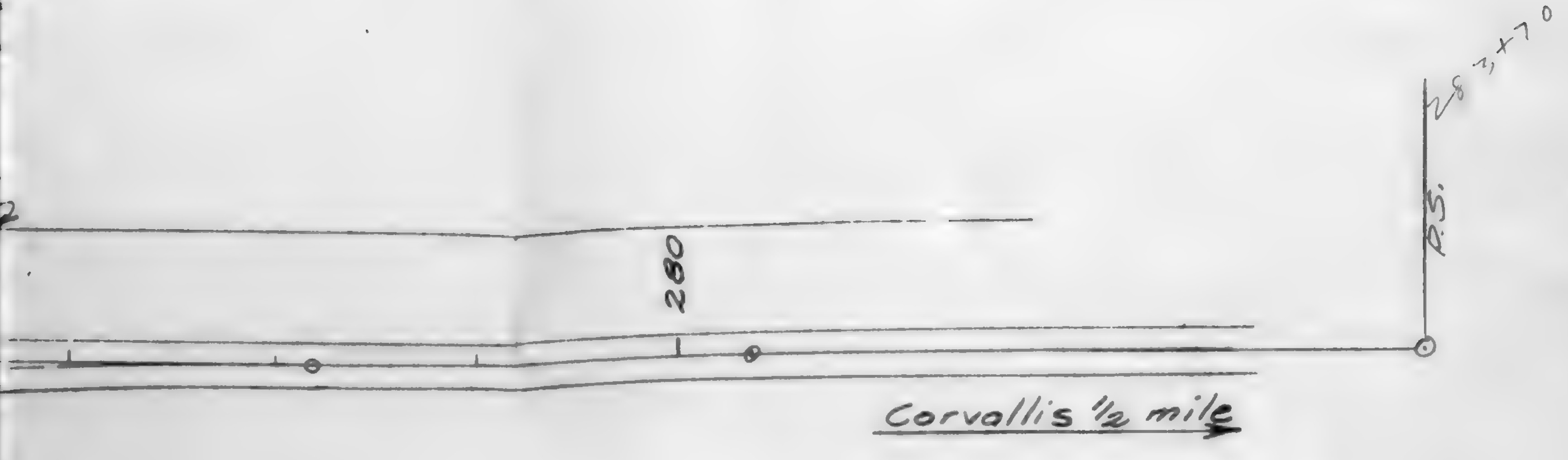
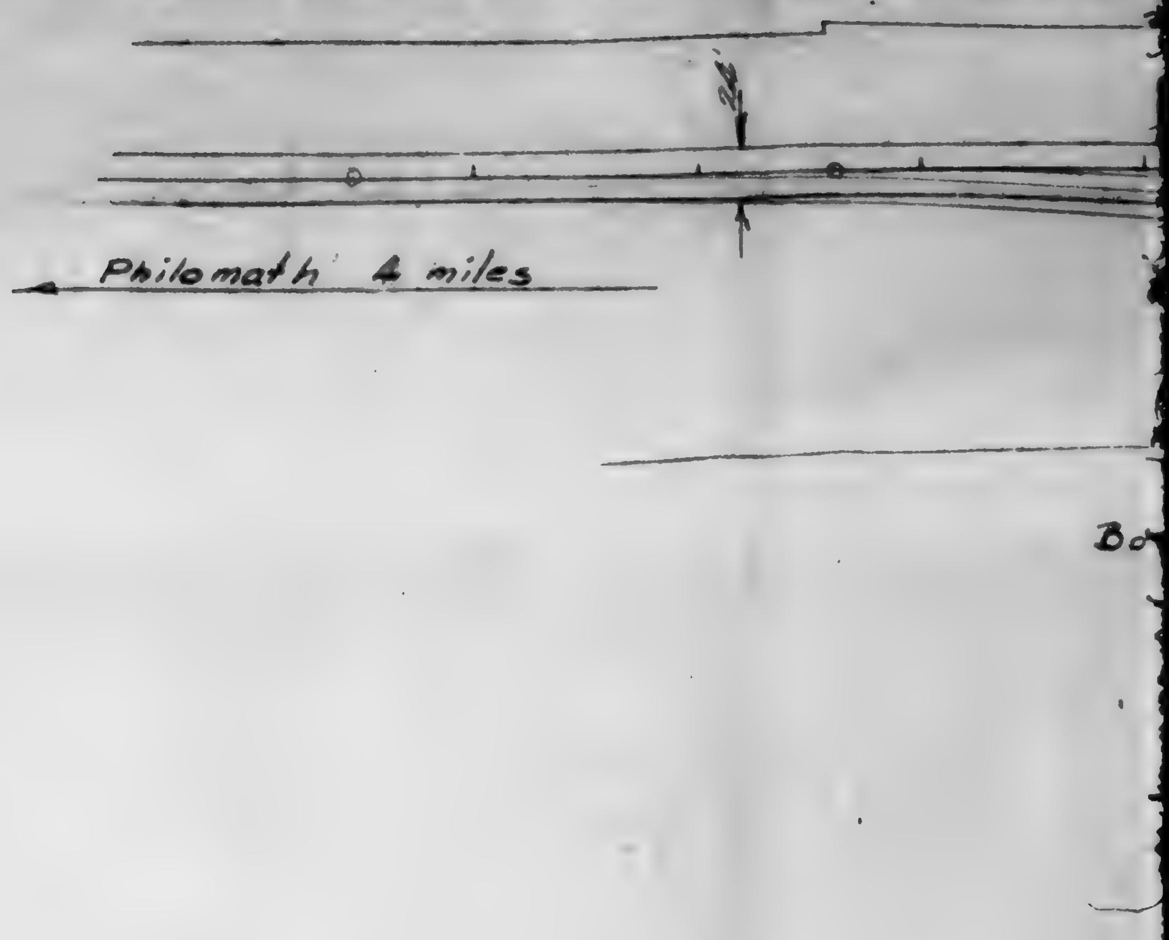
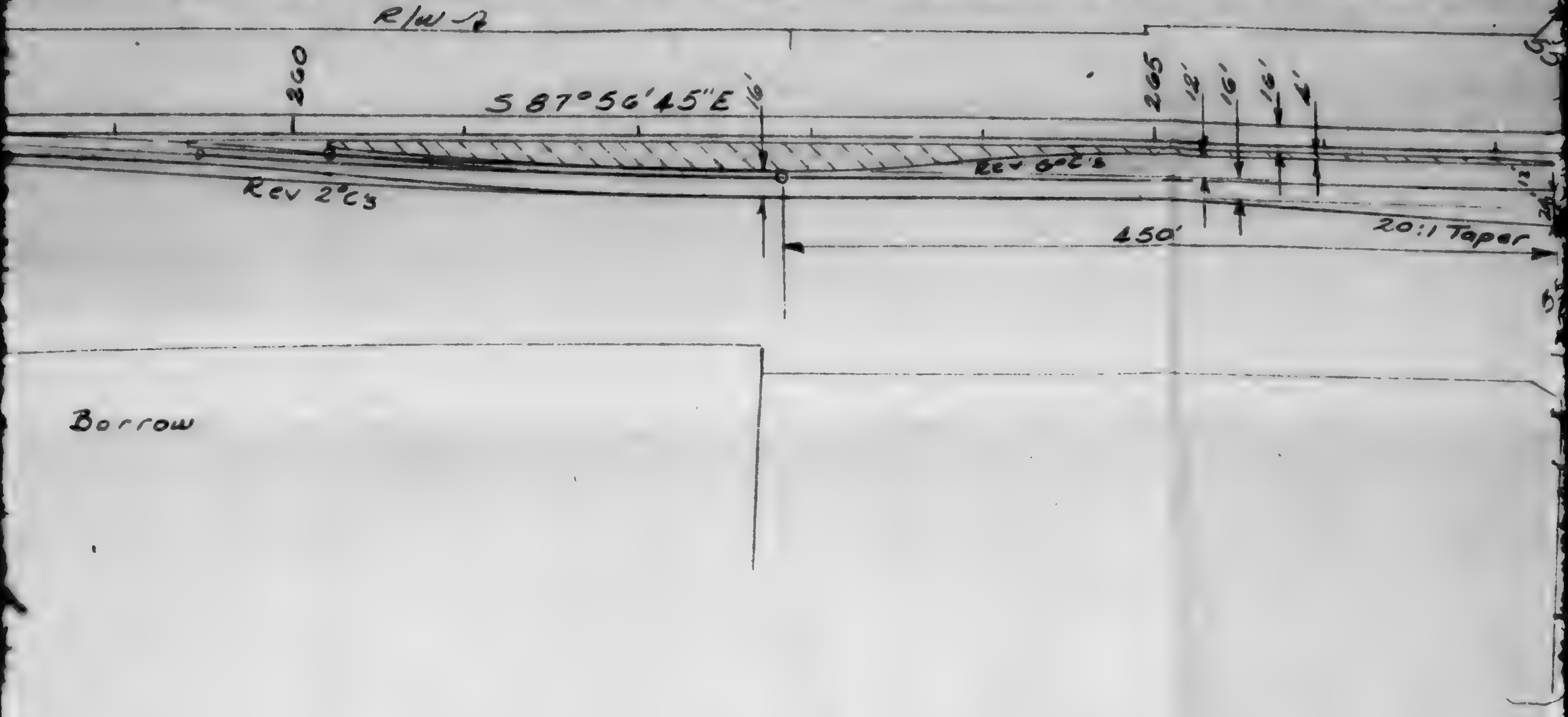

R/W
275
280
Rev. 2°C's
Corvallis ½ mile

CORVALLIS-PHILOMATH SECTION CORVALLIS-NEWPORT HIGHWAY BENTON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet


280
P.S. 283+70
Corvallis ½ mile


24'
Philomath 4 miles
Bo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S 87°56'45"E
16'
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Rev 6°C's
450'
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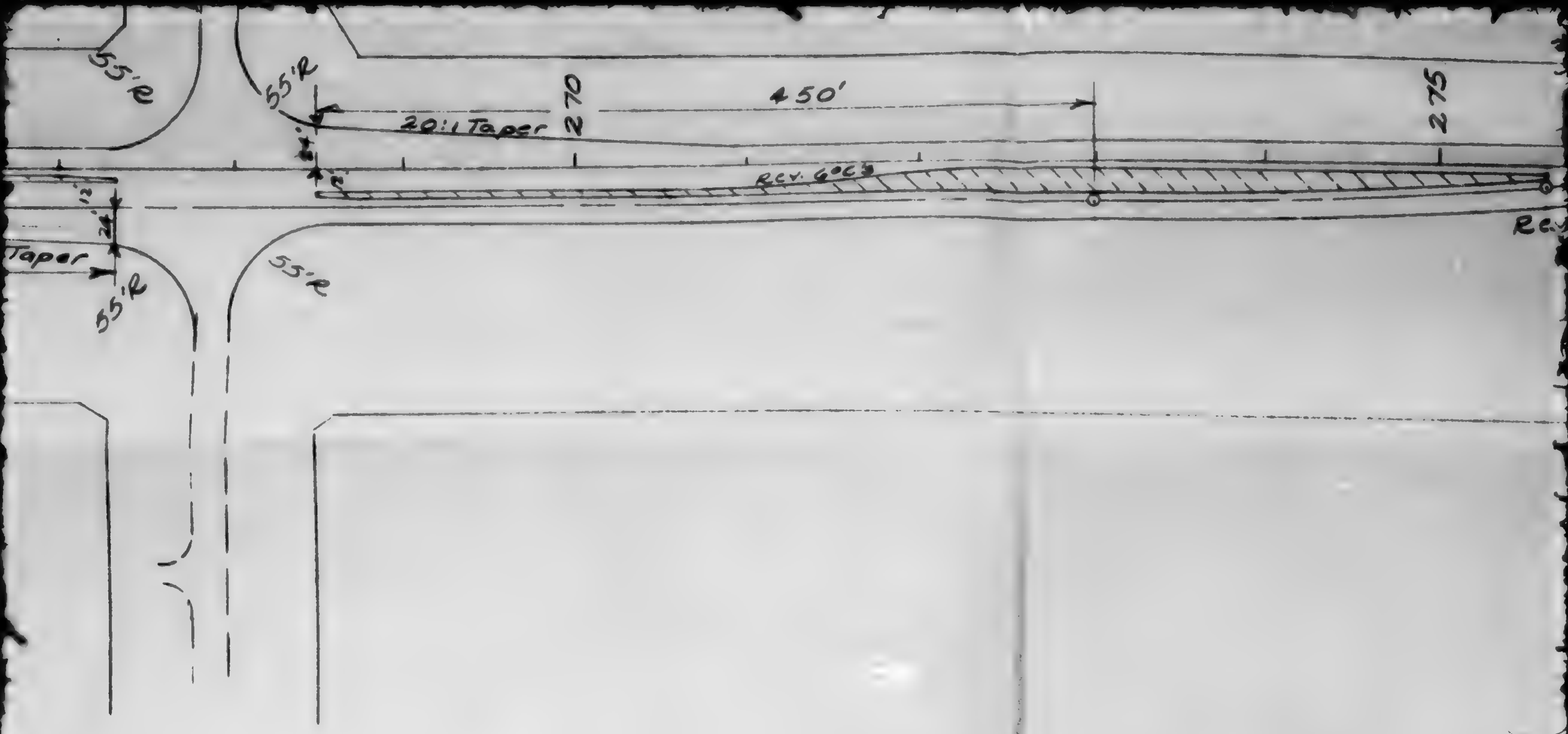
Borrow

Draw Rev. 10
to Jay


55'R
55'R
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450'
20:1 Taper
275
Rev. 6"CG
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55'R
55'R
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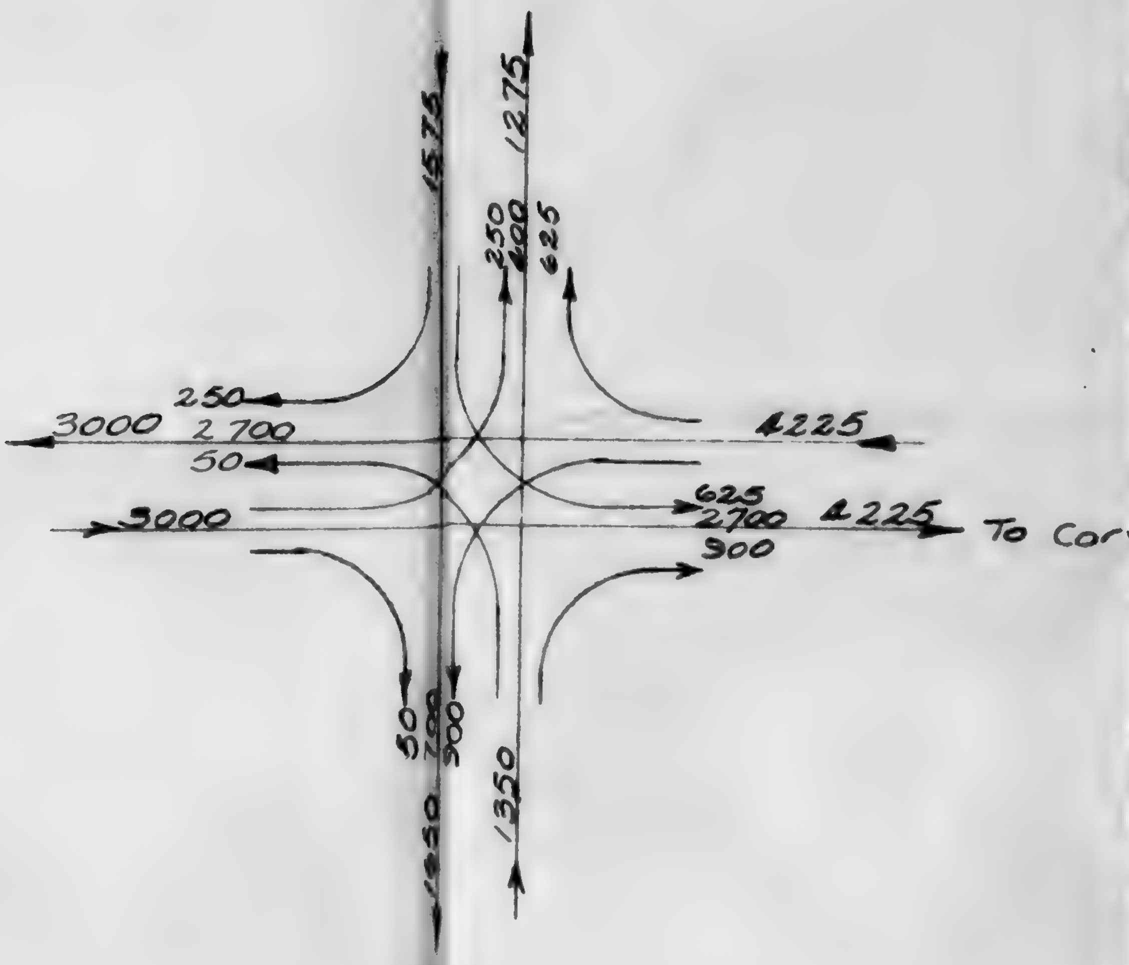
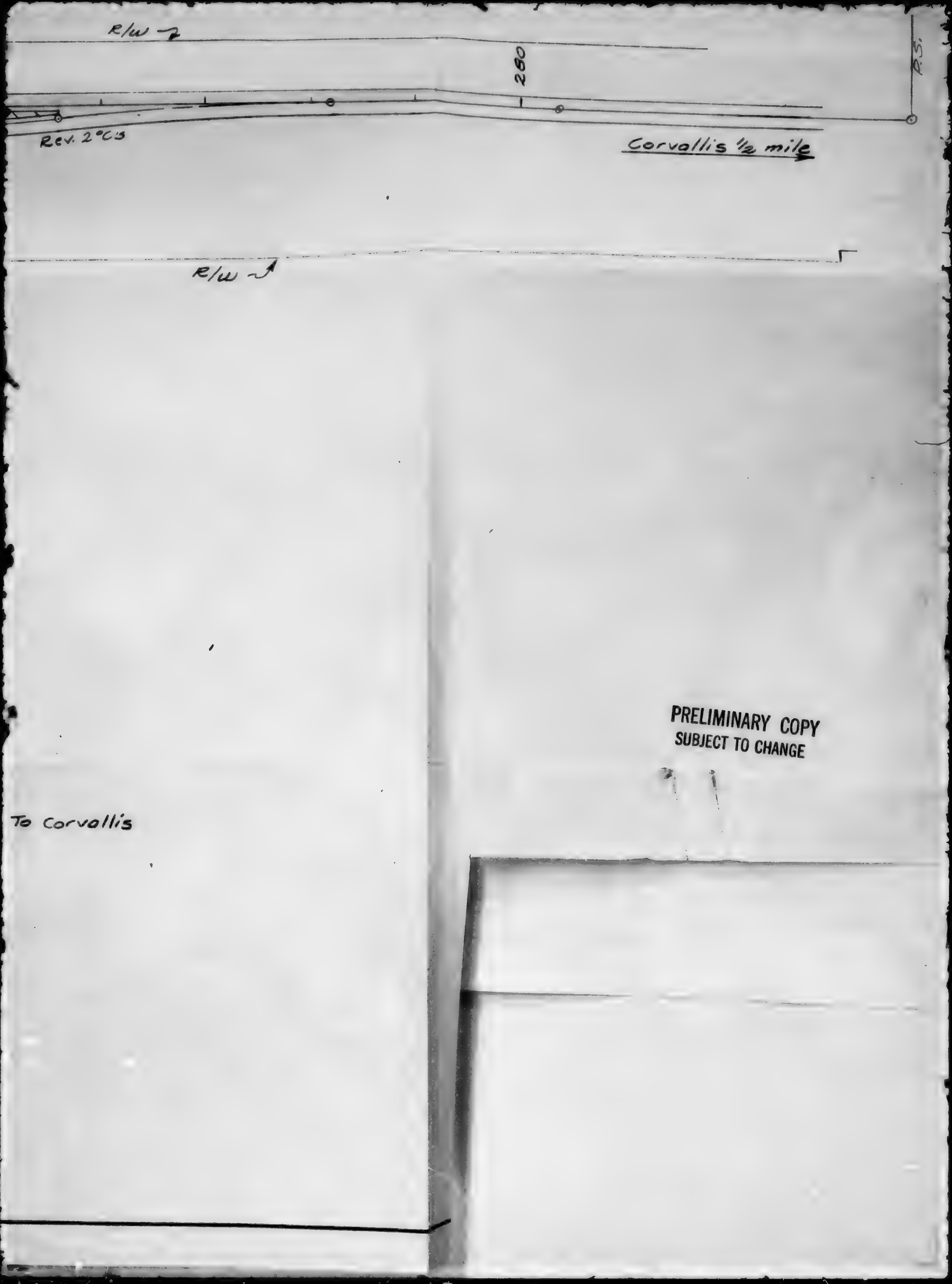

1575
To Philamath
To Corv

1975 A.D.T.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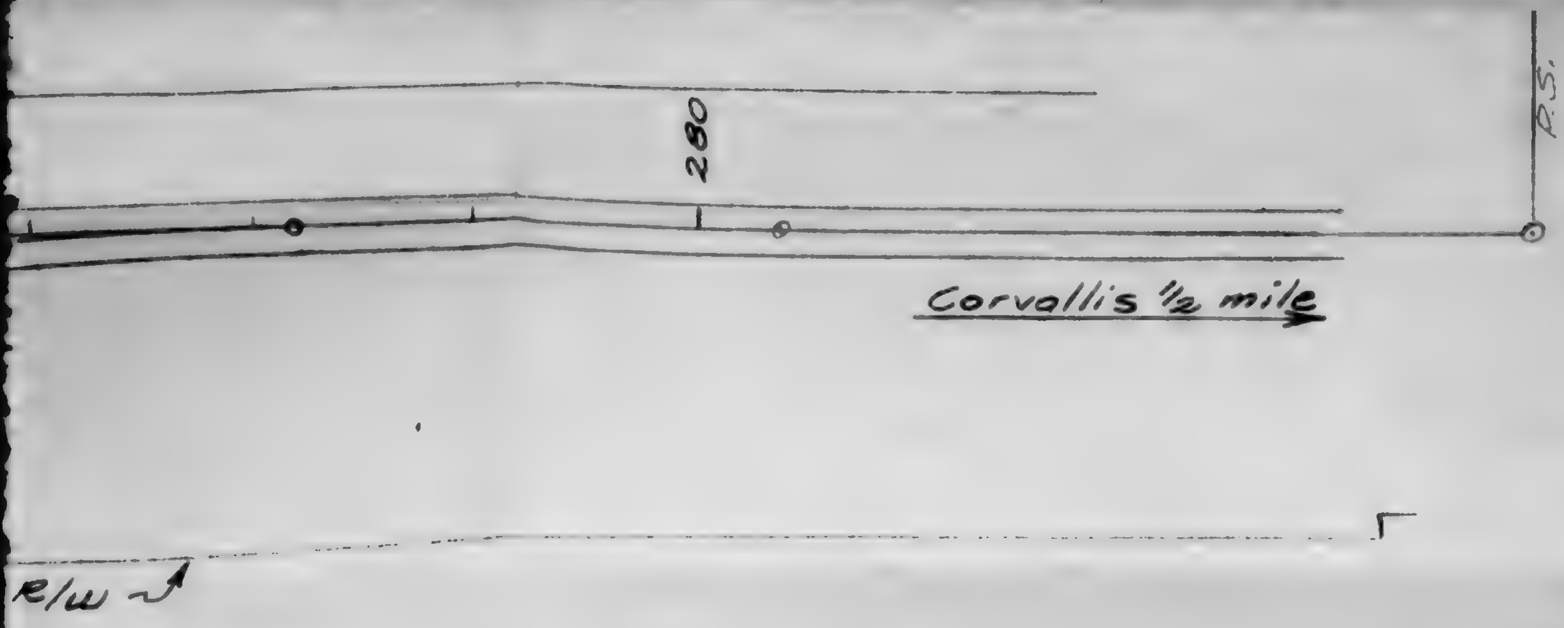
P.S.
Rev. 2°C's
Corvallis ½ mile
R/W
To Corvallis

PRELIMINARY COPY
SUBJECT TO CHANGE


280
P.S.
Corvallis ½ mile
R/W

PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
JUL 14 1958
FOR FILING
U-222(5)
5505

Salem, Oregon
July 11, 1958

BPR authorization to proceed with
acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of July 8, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

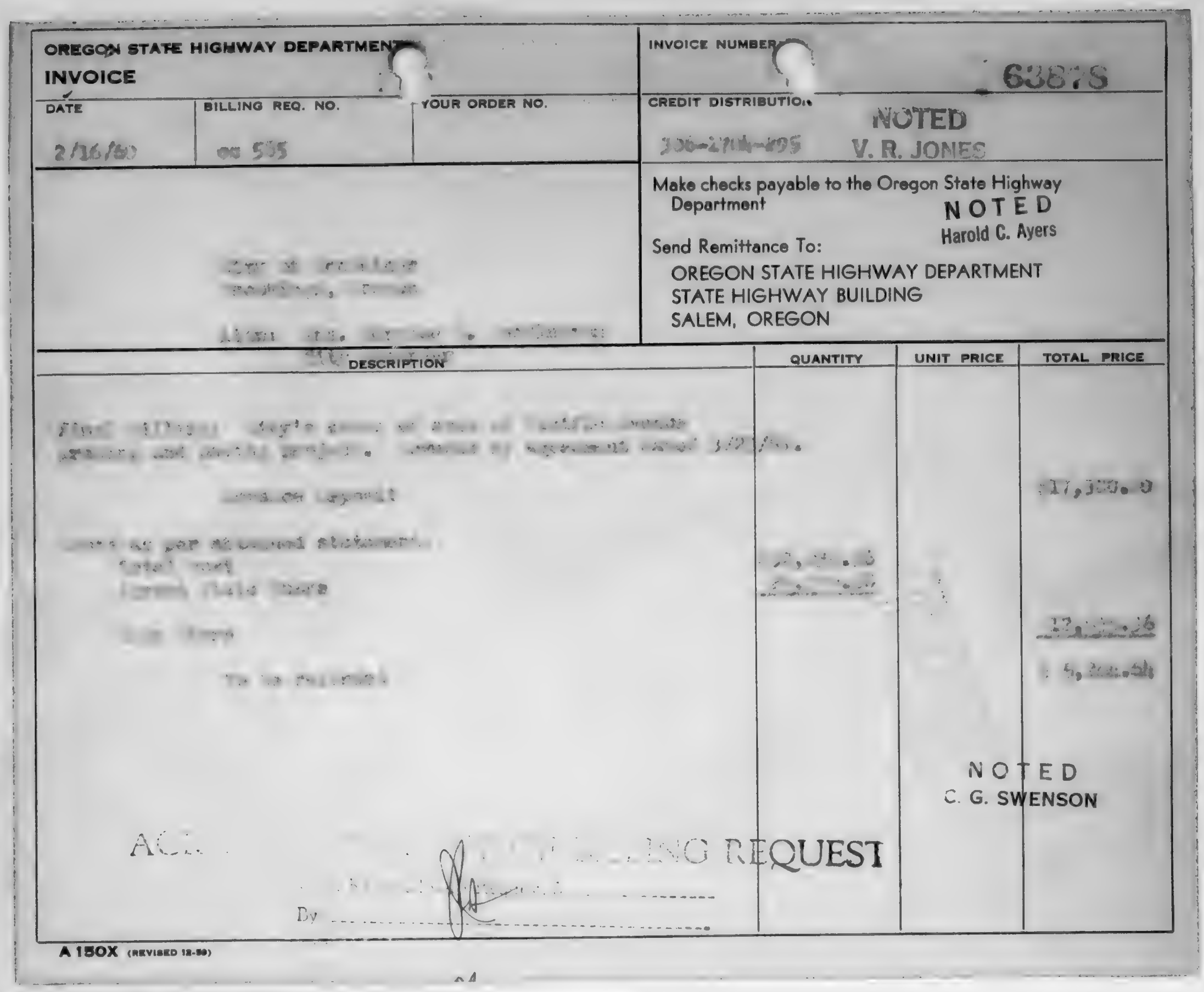
Corvallis Section of Corvallis-Newport Highway
in Benton County. Stations 234 to 340. Length
2.0 miles. Prefix 2-2502.

S. H. Probert
Office Engineer

SHP:bb

308-1704 Brookings (Pacific Ave.) 1959
Grad. & Pav. Proj.
#5506

Spec State Tax Street Fund Agr 95



OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63878

DATE	BILLING REQ. NO.	YOUR ORDER NO.
2/16/60	[illegible] 555	

CREDIT DISTRIBUTION 306-2704-495

NOTED
V. R. JONES

[illegible]
[illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

NOTED
Harold C. Ayers

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]			[illegible]
[illegible]			
[illegible]	[illegible]		
[illegible]	[illegible]		
[illegible]			[illegible]
[illegible]			[illegible]

NOTED
C. G. SWENSON

AC[illegible]ING REQUEST

By ______________________

A 150X (REVISED 12-59)

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

February 16, 1960

Mrs. Bernice M. Huddleston
City Recorder
City Hall
Brookings, Oregon

NOTED
John F. Hagemann

Dear Mrs. Huddleston:

Final costs are now available on the Special City Allotment project on Pacific Avenue. The enclosed statement of final costs shows units used and cost per unit. As you will see, a refund of $5,264.64 is due the City, and a check in this amount will be forwarded to you by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Encl.

Form A-191—10M—

REGON STATE HIGHWAY DEPARTMEN

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

NOTED
G. SWENSON

Address invoice to:

City of Brookings

Brookings, Oregon

Attention of Mrs. Bernice M. Huddleston, City Recorder

Request No. (assigned by staff engineer or head of division) cc-585

Date 2/15/60

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of Pacific Avenue grading and paving project. Covered by agreement dated 3/23/59.

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

Itemized Statement: CITY ADVANCE DEPOSIT $17,300.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total Cost	$32,035.36	
		Agreed State Share	20,000.00	
		Agreed City Share.		$12,035.36
		REFUND DUE CITY.		$ 5,264.64

Has payer made payment for this service?

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $17,300.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . . $

Also give number of last previous request

Credit distribution:

308-1704-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COST

Contract No. 5506

City of Brookings: Special City Allotment Project
Pacific Avenue - Grade, Curb, Base, & Pave

PAYMENTS TO CONTRACTOR

Item	Qty.		@	Total
1. Clear & grub	All		$400.00	$ 400.00
2. Drainage excavation	140.1	c.y.	5.50	770.55
3. General excavation	1187.7	c.y.	1.50	1,781.55
4. 8" concrete sewer pipe	906	l.f.	1.80	1,630.80
5. 12" " " "	18	l.f.	2.50	45.00
6. Concrete inlets, type G	9	each	120.00	1,080.00
7. Adjust manholes	3	each	45.00	135.00
8. Adjust inlets	2	each	30.00	60.00
9. Adjust water valves	9	each	10.00	90.00
10. Concrete curbs	76.5	c.y.	49.00	3,748.50
11. Coarse crushed material	1359.7	c.y.	3.00	4,079.10
12. 3/4"-0" crushed material	520	c.y.	5.50	2,860.00
13. Sprinkling	55	M/gal.	5.00	275.00
14. Class B asphaltic concrete	1278.81	tons	8.24	10,537.39
15. Extra for approaches paving	10	each	40.00	400.00
16. Adjustment of cement quantities	3.56	bbls.	6.00	21.36

Subtotal, Contract Items	$27,914.25
Engineering and Contingencies	2,536.22
Survey	1,584.89
TOTAL COST	$32,035.36
Less Agreed State Share	20,000.00
Agreed City Share	$12,035.36
City Advance Deposit	$17,300.00
REFUND DUE CITY. .	$ 5,264.64

HCA:mm
2/15/60

RECEIVED
DEC -7 1959
FOR FILING

[illegible]

5506

December 4, 1959

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

Gentlemen:

State Highway contract #5506 for grading-paving Pacific Avenue in Brookings, Curry County, was completed by the contractor, Pelican Bay Construction Services, Inc., on October 16, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $837.43 will be released to the contractor on or after December 14, 1959. The total contract amount is $27,914.25, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
George J. Campbell
900 Board of Trade Bldg.,
Portland 4, Oregon

A

RECEIVED
NOV 12 1959
FOR FILING

[illegible]

[illegible]

November 12, 1959

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Pelican Bay Construction Services, Inc., on contract #5506 for grading-paving Pacific Avenue in Brookings, Curry County.

This payment, in the amount of $4,082.02, will be released to contractor on or after November 23, 1959. The retained percentage is $837.43.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Fireman's Fund Insurance Co.,
George J. Campbell
900 Board of Trade Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

A

308-1704

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 23, 1959

Section Brookings (Pacific Ave.)

Kind of work Grading & Paving

Highway City Street County Curry

Section prefix 308-1704

Contractor Pelican Bay Constr. Services, Inc.

Contract number 5506

Date of contract July 2, 1959

Specified work days 65

Date work started August 3, 1959

Work days used 61

Project authorization $36,112.50

Exclusive of engineering $33,544.50

Per cent of time elapsed 93.8 %

Estimated cost of completed project, exclusive of engineering $27,914.25

Estimated per cent ~~overrun~~ or underrun . . . . 16.78 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $2568.00

Engineering cost to date $2392.48, 93.2 %

Date project was completed October 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate on this project is virtually complete. It is anticipated that this estimate will be submitted to the division office the first of next week, so weekly reports will be terminated as of this week.

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Jevo

Signed

Address Box 1067 Brookings, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			0.27
Miles partially completed					
Miles completed	0.27	0.27			0.27
Total estimated quantities (contract)	1570	2620			1350
Total quantities corrected to date	1187.7	1879.9			1278.81
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	None	None			None
Average daily quantities necessary to complete project on time	"	"			"
Number shifts per day	"	"			"
Hours per shift	"	"			"
Average force on project for week	"	"			"

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	"		
Friday	Fair		
Saturday			

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUL 28 1959
FOR FILING

308-1704

5506

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1959

Pelican Bay Construction Services, Inc.,
P. O. Box 200
Smith River
California

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5506, awarded July 2, 1959, for grading-paving the Pacific Avenue Section in Brookings, Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUL - 3 1959
FOR FILING

3C 1734

5506

July 2, 1959

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

Gentlemen:

The State Highway Commission on July 2, 1959, awarded to you State Highway Contract No. 5506 for grading and paving on Pacific Avenue in Brookings, Curry County.

This award was based on your bid of $32,000, which was the low bid submitted to the Commission on June 16, 1959, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

NOTED
C. G SWENSON

July 1, 1959
Salem, Oregon

NOTED
Harold C. Ayers

Mr. C. H. Maison
OFFICE

NOTED
V. R. JONES

NOTED
[illegible]

Attached is City of Brookings check in the amount of $17,300 which represents the city's share of the Special City Allotment project in Brookings.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

CITY OF BROOKINGS
P. O. Box 1308 ★ 702 Chetco Ave.
Brookings, Oregon

JUNE 29, 1959

RECEIVED
JUL 1 1959
ENGINEER
COUNTY & CITY RELATIONS

C. G. SWENSON, ENGINEER
COUNTY AND CITY RELATIONS
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. SWENSON:

ENCLOSED PLEASE FIND A CASHIERS CHECK IN THE AMOUNT OF $17,300.00, WHICH REPRESENTS OUR PORTION OF THE PAVING EXPENSE ON PACIFIC AVENUE IN THE CITY OF BROOKINGS.

YOURS VERY TRULY,

Bernice M Huddleston
BERNICE M. HUDDLESTON
CITY RECORDER

ENCL.

"Home Of Winter Flowers"

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 16, 1959

Mrs. Bernice Huddleston
City Recorder
Brookings, Oregon

NOTED
V. R. JONES

Dear Mrs. Huddleston:

On June 16, 1959, the State Highway Commission received bids on the Pacific Avenue construction project. The low bid was submitted by Pelican Bay Construction Service, Inc., and the revised estimate based upon this bid is as follows:

Contract Items	$32,000.00
Flagging	100.00
Engineering & Contingencies	3,868.05
Survey	1,350.00
Total Cost. . . .	$37,318.05

As per the agreement between city and state, city is to pay all costs in excess of $20,000. Will you please forward a check in the amount of $17,300 payable to the Oregon State Highway Commission. Your immediate attention to this matter would be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

Received check 7-1-59

R

RECEIVED
MAR 27 1959
FOR FILING
308-1704

5506

March 26, 1959

Bernice M. Huddleston, City Recorder
City Hall
Brookings, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Brookings covering the Special City Allotment project on Pacific Avenue in Brookings.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
C. W. Mead, Assistant Secretary

rn
Enc.

RECEIVED
MAR [illegible] 1959

~~FOR FILING~~

Salem, Oregon
March 26, 1959 Sp. State Hy [illegible] #95

$250,000 Fund Agreement
City of Brookings

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Brookings covering the Special City Allotment project on Pacific Avenue in Brookings.

A fully executed copy of the Above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Brookings.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: $250,000 Fund Agreement
City of Brookings

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Pacific Avenue in Brookings. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require your signatue of approval.

The project was approved on October 23, 1958.

C, G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

10-23-58 Min page 31
Floyd Query

CITY OF BROOKINGS
P. O. Box 1308 ★ 702 Chetco Ave.
Brookings, Oregon

January 31, 1959

NOTED
Harold C. Ayers

Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed please find City of Brookings Resolution No. 42 and three copies of an agreement between the State of Oregon through its Highway Commission Department and the City of Brookings.

Yours very truly,

Bernice M Huddleston

Bernice M. Huddleston
City Recorder

BMH/mw
Encl.

RECEIVED
FEB 4 1959
OREGON
STATE HIGHWAY COMMISSION

"Home Of Winter Flowers"

Resolution No. 42

'59

WHEREAS THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF BROOKINGS an agreement providing for the improvement of PACIFIC AVENUE FROM FERN AVENUE TO THE AZALEA PARK ROAD "WYE" A DISTANCE OF APPROXIMATELY 0.26 MILE.

within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of BROOKINGS that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of BROOKINGS on the 29TH day of JANUARY, 1959

C. F. Campbell
Mayor

ATTEST:

Bernice M. Huddleston
Recorder

NOTED
Harold C. Ayers

January 23, 1959

NOTED
V. R. JONES

Mrs. Bernice M. Huddleston
City Recorder
Brookings, Oregon

NOTED
John F. Hagemann

Dear Mrs. Huddleston:

The State Highway Commission plans to call for bids in the near future for the construction project on Pacific Avenue in Brookings. Enclosed are three copies of an agreement covering this project. The agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance or resolution, as the case may be, similar to the enclosed samples authorizing the mayor and yourself to sign the agreement. Please include a copy of this instrument with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the mayor please sign the attached agreement, have the signatures attested by a third party, stamp with the city seal, and return all three copies to this office prior to February 16, 1959. After signature by the State Highway Commission, a fully executed copy of this agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg
Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
January 19, 1959

Brookings Pacific Avenue
Special City Allotment Project

Mr. Tom Edwards
OFFICE

Attention: Mr. E. Pease

14-250

NOTED
John [illegible]

The field data on subject project has been checked and found to be essentially as proposed by the City and approved by the Highway Commission.

The city officials of Brookings have been contacted and state they wish the total project as shown on the proposed plans and can pay all costs in excess of $20,000.

C. G. Swenson
Engineer, County & City Relations

HCA:cg
cc: Mr. V. G. O'Neil
Mr. Frank Hall

NOT[illegible]
JOHN D. G[illegible]

NOTED
C. G. SWENSON

CITY OF BROOKINGS

P.O. Box 1308 ★ 702 Chetco Ave.

Brookings, Oregon

JANUARY 16, 1959

FILED
John F. Hagemann

STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: C. G. SWENSON, ENGINEER
COUNTY AND CITY RELATIONS

GENTLEMEN:

IN REFERENCE TO YOUR LETTER OF JANUARY 6, 1959, IN REGARD TO THE SPECIAL CITY ALLOTMENT PROJECT ON PACIFIC AVENUE, WE ADVISE THAT AT THE LAST COUNCIL MEETING HELD ON JANUARY 13, 1959, THE COUNCIL AGREED TO ASSESS THE PROPERTY OWNERS ADJOINING THE PROPOSED PAVING PROJECT AND WE WILL BE IN A POSITION TO ADVANCE ALL COSTS IN EXCESS OF THE $20,000.00.

PLEASE ADVISE THIS OFFICE IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER.

YOURS VERY TRULY,

Bernice M Huddleston
BERNICE M. HUDDLESTON
CITY RECORDER

RECEIVED
JAN 19 1959
ENGINEER
COUNTY & CITY RELATIONS

FILED

"*Home Of Winter Flowers*"

January 6, 1959

Hon. C. F. Campbell
Brookings
Oregon

Dear Mr. Campbell:

The survey has been completed on the Special City Allotment project on Pacific Avenue. The revised estimate based on this survey reflects a higher cost than did the preliminary estimate.

The estimate on the project between Fern Avenue to the wye at the Azalea Park Road is $31,000. If this project appears to be too costly, we can shorten the project to go from Fern Avenue to, and including, the Pioneer Road intersection, which is estimated at $25,000.

Please realize that these are estimated prices and thebids received could be more or less. We are holding the project to let at the same time as the paving project on the highway north of Brookings, to obtain the best prices possible.

Will you please advise us by letter as soon as possible of the city's desire as to the length of project and ability to advance all cost in excess of $20,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

NOTED
C. G SWENSON

NOTED

NOTED
John R. Hagemann

LOCATION PROSPECTUS
PACIFIC AVENUE (FERN AVENUE to WYE)
CITY OF BROOKINGS
CURRY COUNTY

$250,000 Project 1959

NOTED

12-16-58

The following prospectus is submitted in regard to Pacific Avenue in Brookings. The westerly terminus is at the intersection of Pacific Avenue with Fern Avenue. The easterly terminus is at the Pacific Avenue Wye. Overall length of the project is 0.25 mile.

This will be a location survey for the purpose of preparing construction plans for a section of Pacific Avenue in the City of Brookings. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems and an economic analysis is not necessary.

Plans call for a 42-foot street section with the following base design by G. L. Decker:

Asphaltic Concrete Base and Wear	3"
3/4"-0 Level Course	2"
Coarse Crushed Base	9"
(11" credit over existing pavement) Total	14"

Adequate quantities of material are available from local commercial sources.

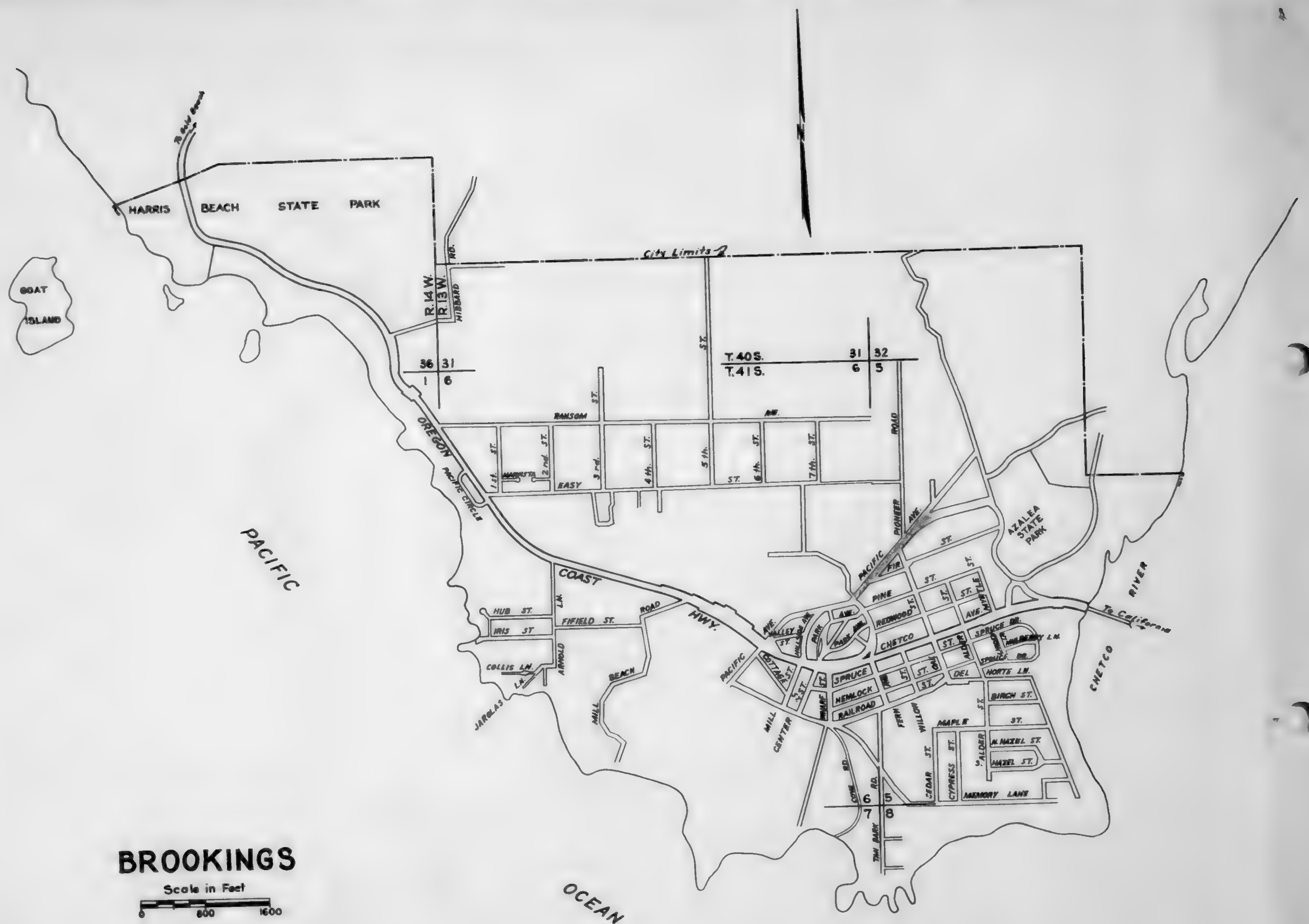
Azalea State Park is located easterly of this project. Adequate alternate approaches to the Park are available.

December 16, 1958

Attachment

RECEIVED
DEC 19 1958

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson ✓
G. L. Decker (2)
I. A. DeFrance


To Gold Beach
HARRIS BEACH STATE PARK
GOAT ISLAND
City Limits
R.14 W.
R.13 W.
HIBBARD RD.
36 31
1 6
T.40S.
T.41S.
31 32
6 5
RANSOM AVE.
1st. ST.
MARNISTA
2nd. ST.
3rd. ST.
4th. ST.
5th. ST.
6th. ST.
7th. ST.
EASY ST.
PIONEER ROAD
PACIFIC AVE.
OREGON COAST HWY.
PACIFIC CIRCLE
PACIFIC
OCEAN
HUB ST.
IRIS ST
FIFIELD ST.
ROAD
ARNOLD LN.
COLLIS LN.
JARGLAS LN.
MILL BEACH
AZALEA STATE PARK
FIR ST.
PINE ST.
REDWOOD ST.
MYRTLE AVE.
CHETCO AVE.
VALLEY ST.
PARK
PARK AVE.
COTTAGE ST.
PACIFIC
SPRUCE
HEMLOCK
RAILROAD
ALDER ST.
OAK ST.
SPRUCE DR.
MULBERRY LN.
DEL NORTE LN.
BIRCH ST.
MAPLE ST.
N. HAZEL ST.
HAZEL ST.
S. ALDER ST.
FERN
WILLOW ST.
CEDAR ST.
CYPRESS ST.
MEMORY LANE
MILL
CENTER
COVE RD.
TAN BARK RD.
6 5
7 8
CHETCO RIVER
To California

BROOKINGS

Scale in Feet

0 800 1600

CURRY COUNTY

Feb. 17, 1954

October 27, 1958

Mrs. Bernice Huddleston
City Recorder
Brookings, Oregon

Dear Mrs. Huddleston:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for a cooperative construction project on Pacific Avenue from Fern Avenue northeasterly to the "Wye" under the provisions of the Special City Allotment fund act.

The project is to include the construction of a city street section, with concrete curbs, 42' in width, with the City to pay all costs in excess of $20,000.

You will be contacted as soon as an engineering estimate is obtained to work outdetails of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

BY

C. G. Swenson
Engineer, County and City Relations

HCA:cg

NOTED
C. G. SWENSON

⑧

(1959)

Brookings

Preliminary Estimate

Pacific Avenue - Fern ave. northeasterly to the "Y" a distance of approximately 0.26 mile

Construct a 42' width street section
(Salvage all present surface practical)

Clear + Grub	all		$250.00
Concrete curbs	54 cu yds	$55.00	2970.00
General Excavation	1650 cu yds	1.00	1650.00
Concrete Catch basins	2 ea	75.00	150.00
Adjust Manholes	2 ea	50.00	100.00
Coarse Crushed Material in base	1480 cu yds	2.50	3700.00
3/4"-0 material in base	800 cu yds	3.00	2400.00
Sprinkling	55 MG.	3.00	165.00
Class "B" Asphaltic Concrete	1120 tons	9.00	10080.00
		Tot Est of Const Cost	$21,465.00
		Flagging	100.00
		12½% E & C	2695.63
		Survey	1000.00
			$25,260.63

Total Est $25,300.00

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Pacific Ave. Highway City of Brookings County Curry Prefix
Length of Project Miles. Sta. to Sta. Date 8-22-58

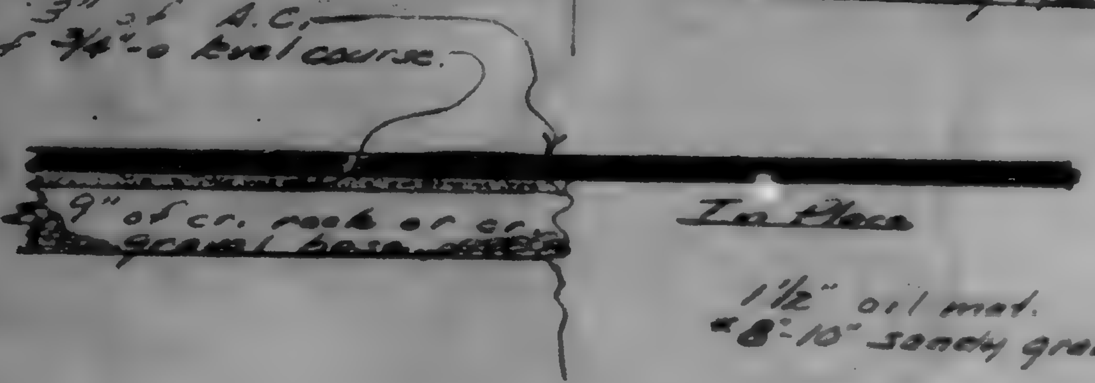
(Logging Traffic)

TYPICAL SECTIONS Traffic Classif. from Ayers (County-City) Heavy

Over Existing Roadway

New Work

3" of A.C.
2" of 3/4"-0 level course.



9" of cr. rock or cr. gravel base.

In Place

1½" oil mat.
*8"-10" sandy gravel base.

11" Credit

① Sandy Clay Loam

8-22-58

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			3 2 9
14			14
Over Existing Roadway			
			3 A.C
		11	
14			14

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
material source to be determined by the Engineer.											
existing base.	455987	2.61	Gravel	3"	79.5	38.3	---	---	21	0	

State Highway Engineer
Engineer

Submitted by G. L. Derber
[redacted]

Recommended by

Recommended by

Approved by

Engineer of Materials

No. 8

Brookings 7-23-24-'58

Investigated Condition & use of Pacific Avenue in Brookings with Mayor Campbell. from Fern ave to 'Y'

Street is in very poor condition and is receiving excessive wear, due to heavy increase of population in the area. Also heavy & unusual industrial traffic, street also leads to State Park. 113% increase in past 7 years

The City wishes to have a 42' street section constructed and will pay all costs in excess of $2000.

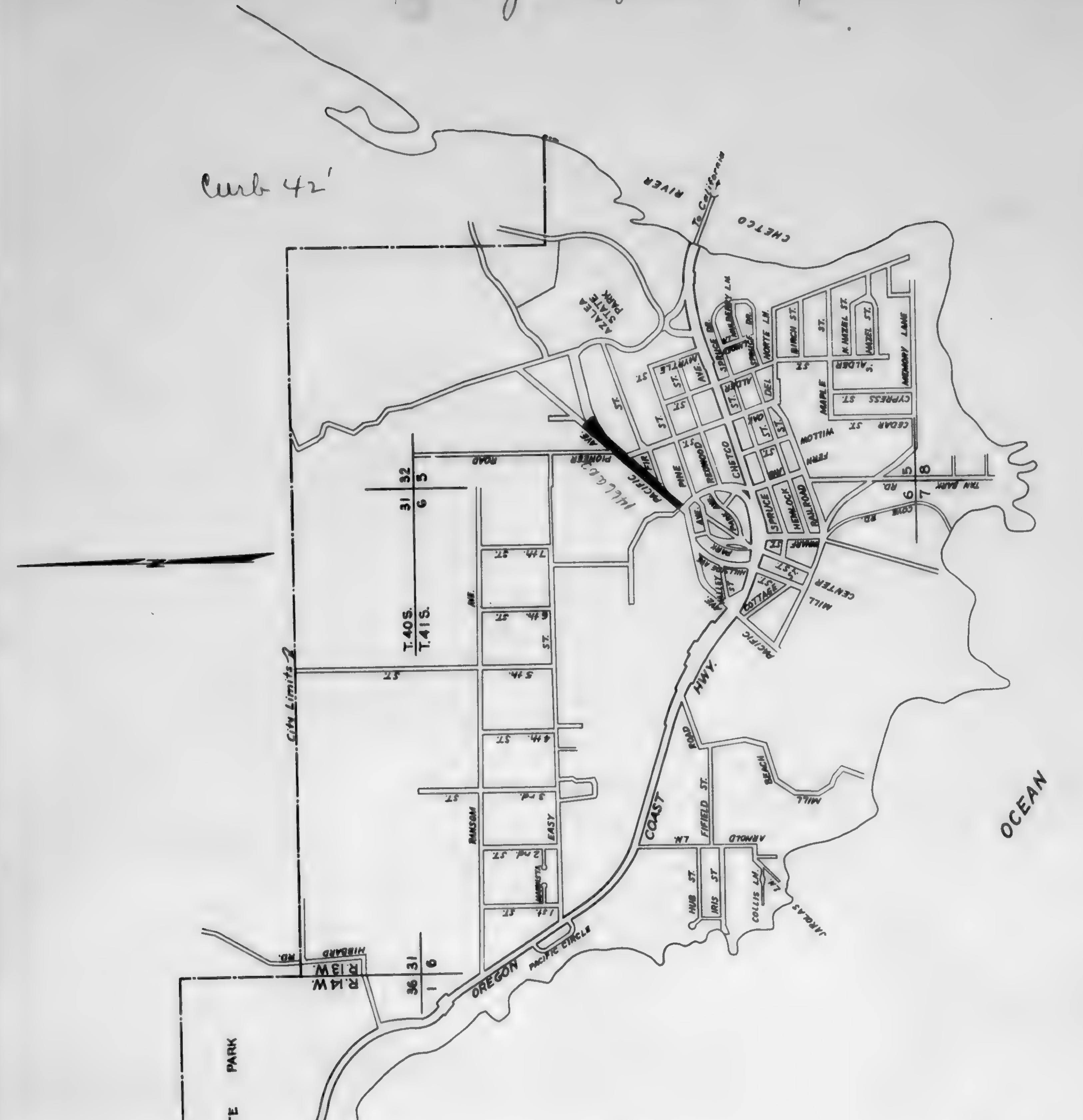
Believe we should recommend this project

HCC.

✓

Mayor Campbell

Curb 42'


CHETCO
RIVER
To California
AZALEA
STATE
PARK
PIONEER
ROAD
PACIFIC
AVE.
MYRTLE
ST.
PINE
REDWOOD
CHETCO
SPRUCE
HEMLOCK
RAILROAD
WILLOW
FERN
MAPLE
CEDAR ST.
CYPRESS ST.
ALDER
BIRCH ST.
N. HAZEL ST.
S. HAZEL ST.
MEMORY LANE
TAN BARK
COVE
RD.
CENTER
MILL
BEACH
COTTAGE
COAST
HWY.
OREGON
PACIFIC CIRCLE
FIFIELD ST.
ARNOLD
LN.
HUB ST.
IRIS ST.
COLLIS LN.
JARLAS
OCEAN
PACIFIC
RANSOM
EASY
ST.
1st. ST.
2nd. ST.
3 rd.
4 th. ST.
5 th.
6 th. ST.
7 th. ST.
HIBBARD
RD.
R.13W.
R.14W.
T.40S.
T.41S.
31
32
6
5
36
1
8
7
City Limits
HARRIS
BEACH
STATE
PARK
GOAT
ISLAND
1446.02
Feb. 17, 1964

BROOKINGS

Scale in Feet

0 800 1600

CURRY COUNTY

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

No. 8

February 20, 1958

NOTED
Harold C. Ayers

Mrs. Bernice M. Huddleston
City Recorder
Brookings, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Dear Mrs. Huddleston:

This is to acknowledge receipt of a resolution adopted by the City of Brookings requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1959 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
C. G. SWENSON

NOTED

RECEIVED
FEB 20 1958
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION - NO. 33

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Brookings is an incorporated city of the State of Oregon, and has a population of 3250, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________

Form cc-50 (1953 Rev.)
Special City Allotment

1. Pacific Avenue-Fern Avenue to Pioneer Road

2. Oak Street - Chetco Avenue to Pacific Avenue

3. Fern Avenue - Chetco Avenue to Pacific Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

1. Pacific Avenue-Fern Avenue to Pioneer Road

2. Oak Street - Chetco Avenue to Pacific Avenue

3. Fern Avenue - Chetco Avenue to Pacific Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Brookings does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. H. Erichsen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of February, 1958.

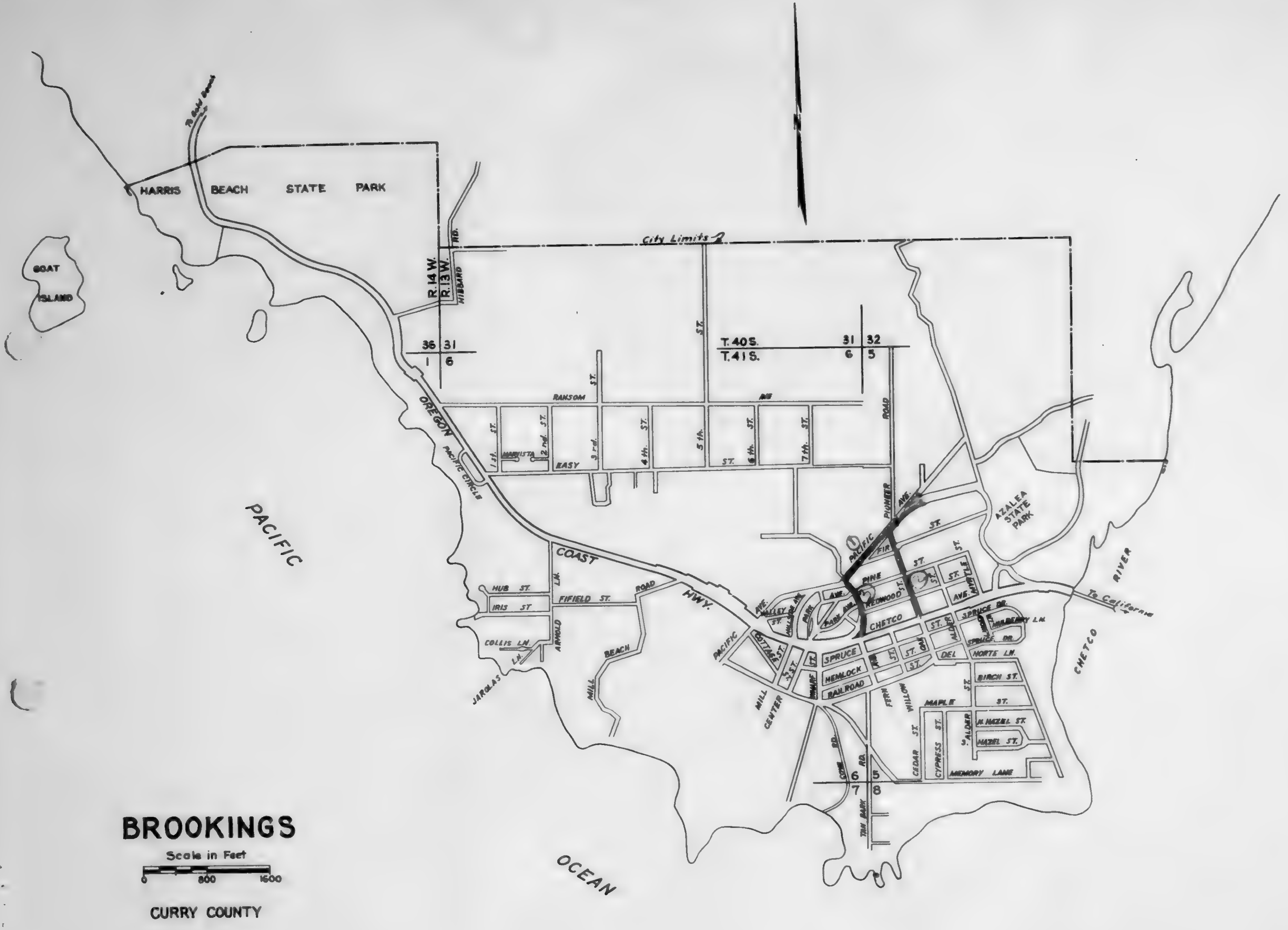
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - -   - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Brookings at a regular ~~or special~~ meeting of said Council, held on the 11th day of February, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of February, 1958.

Bernice M Huddleston
City Recorder


BROOKINGS
Scale in Feet
0
800
1600
CURRY COUNTY
PACIFIC
OCEAN
GOAT ISLAND
HARRIS BEACH STATE PARK
To Gold Beach
City Limits
R.14 W.
R.13 W.
HIBBARD RD.
36
31
1
6
T. 40 S.
T. 41 S.
31
32
6
5
OREGON
COAST
HWY.
PACIFIC CIRCLE
RANSOM
ST.
AVE
1st. ST.
MARVISTA
2nd. ST.
EASY
3rd.
4th. ST.
5th.
ST.
6th. ST.
7th. ST.
PIONEER
ROAD
HUB ST.
IRIS ST
FIFIELD ST.
ARNOLD LN.
COLLIS LN.
JARGLAS LN.
MILL
BEACH
ROAD
PACIFIC
AVE.
FIR
ST.
AZALEA STATE PARK
PINE
AVE.
REDWOOD ST.
MYRTLE
AVE.
VALLEY ST.
HILLSIDE AVE.
PARK
PARK AVE.
CHETCO
SPRUCE DR.
MULBERRY LN.
ALDER
COTTAGE ST.
5 ST.
WHARF ST.
SPRUCE
HEMLOCK
RAILROAD
OAK
ST.
DEL NORTE LN.
BIRCH ST.
MAPLE
ST.
N. HAZEL ST.
S. ALDER
HAZEL ST.
MILL
CENTER
FERN
WILLOW
CEDAR ST.
CYPRESS ST.
MEMORY LANE
COVE RD.
TAN BARK RD.
6
5
7
8
To California
CHETCO
RIVER

Feb. 17, 1964

CITY OF BROOKINGS

Box 1308 702 Chetco Ave.
Brookings, Oregon

C. FELL CAMPBELL
MAYOR

EARL BREUER, Pres.
BEN PHETTEPLACE
PERCY HANKS
LELAND HEIN
COUNCILMEN

W. W. BALDERREE
CITY ATTORNEY

BERNICE HUDDLESTON
CITY RECORDER

RALPH W. REED
CITY WORKS
SUPERINTENDENT

C. M. "BUD" CROSS
CHIEF OF POLICE

JAMES KIRBY
MUNICIPAL JUDGE

VAL MENDENHALL, JR.
FIRE CHIEF

B. A. MARTIN
CITY ENGINEER

NOTED
Harold C. Ayers

NOTED
[illegible]

January 17, 1958

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: G. S. Paxson
State Highway Engineer

Dear Mr. Paxson:

Will you please send us a resolution to be adopted by the City of Brookings for aid from the State Highway Fund for street improvements for cities under 5,000 population.

Thank you for your attention to this matter.

Yours very truly,

BY Bernice M Huddleston
Bernice M. Huddleston
City Recorder

Forms sent
1-20-58

BMH:mw

RECEIVED
JAN 20 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

"Home of Winter Flowers"

I-5-2(18)104 Myrtle Cr.-Ashland Sec., 1959
I-5-2(19)62 Pacific Hwy. (Pave slopes)
#5507

RECEIVED
959
FOR FILING
J [illegible]

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 5, 1959

(CONTRACT NO.) 5507	(EST. NO.)	(CONTRACTOR)
5507	2 Final	D. Duane Amens

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26915	85661	$2,913.75	11-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 180 workdays from July 12, 1959

Time Extensions: None of record

Completion Date: August 22, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959

NOTED ON CARD
EC

RECEIVED
SEP 22 1959
FOR FILING

[illegible]
[illegible]
[illegible]

September 22, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5507 for slope paving on the Myrtle Creek-Ashland Section of Pacific Highway in Douglas-Jackson-Josephine Counties was completed by the contractor, D. Duane Amens, on August 22, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,913.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,869.94, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Gordon Carey Insurance Agency
334 3rd Street
McMinnville, Oregon

A

RECEIVED
FORM E-136
AUG 4 - 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F5 [illegible] 8) 104

5507

August 4, 1959

Mr. Duane Amens
P. O. Box 271
McMinnville
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5507, awarded July 2, 1959,
for slope paving the Myrtle Creek-
Ashland Section of Pacific Highway
in Douglas-Jackson-Josephine Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-2(18)104
I-5-2(19)62
5507

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5507 for Oregon Project I-5-2(18)104, Myrtle Creek Fords Bridge Section of the Pacific Highway (Slope Paving), to D. Duane Amens of McMinnville, Oregon, low bidder in the total amount of $6,654.00 for this project and Project I-5-2(19)62 at the June 16, 1959 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Porter

RECEIVED
[illegible] 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL - 3 1959

FOR FILING

I 5-[illegible]

I 5 [illegible]

5507

July 2, 1959

D. Duane Amens
P. O. Box 271
McMinnville, Oregon

Dear Sir:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5507 for paving slopes at ends of embankments at five existing structures on the Myrtle Creek-Ashland Section of the Pacific Highway in Douglas, Jackson and Josephine Counties.

This award was based on your bid of $6,654, which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-2(1[illegible]
I-5-2(19)62
5507

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5507 for Oregon Project I-5-2(19)62, Jumpoff Joe-Louse Creek Section of the Pacific Highway (Slope Paving), to D. Duane Amens of McMinnville, Oregon, low bidder in the total amount of $6,654.00 for this project and Project I-5-2(18)104 at the June 16, 1959 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Porter

RECEIVED
JUL 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

R

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

When replying, refer to:
08-35.8-DB

I 5-2 (18) 104
527

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-2(18)104, Myrtle Creek-Fords Bridge Section, Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

[illegible]

RECEIVED

NOTED

320-1710 Cottage Grove (S. River 1959
Rd.) Paving Proj.
#5508

Sp State Tax Street Fund 107

RECEIVED
SEP [illegible] 1960
FOR FILING

320-1570
5508

September 27, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5508 for paving the South River Road in Cottage Grove, Lane County, was completed by the contractor, Pass Creek Paving Co., on July 6, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after October 7, 1960. The total contract amount is $12,757.55, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

A

RECEIVED
AUG 10 1960

FOR FILING

320-1710

5508

August 10, 1960

American Surety Company
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Pass Creek Paving Co., on contract #5508 for paving the South River Road in Cottage Grove, Lane County.

This payment, in the amount of $502.38, will be released to contractor on or after August 20, 1960. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

320-1710

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 19 60

Section Cottage Grove (S. River Road)

Kind of work paving

Highway city street County Lane

Section prefix 320-1710

Contractor Pass Creek Paving Co.

Contract number 5508

Date of contract July 2, 19 59

Specified work days 80

Date work started October 10, 19 59

Work days used 51

Project authorization $15,028.88

Exclusive of engineering $13,960.16

Per cent of time elapsed 65 %

Estimated cost of completed project, exclusive of engineering $ 12,757.55

Estimated per cent overrun or underrun -8.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,068.72

Engineering cost to date $ 805, 75% %

Date project was completed July 6, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was completed and forwarded to Roseburg Friday.

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48		0.48	0.48
Miles partially completed					
Miles completed		0.48		0.48	0.48
Total estimated quantities (contract)		900		10	1,030
Total quantities corrected to date		812		9.67	995
Estimated quantities moved or placed to date		812		9.67	995
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 28 1959
FOR FILING

22-1710

5508

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1959

Pass Creek Paving Company
Route 1, Box 94
Cottage Grove
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5508, awarded July 2, 1959, for paving South River Road in Cottage Grove, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL - 3 1959
FOR FILING

320 1710

5506

July 2, 1959

Pass Creek Paving Co.
Rt. 1, Box 94
Cottage Grove, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5506 for paving on South River Road in Cottage Grove, Lane County.

This award was based on your bid of $13,359, which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED
JUN 11 1959
FOR FILING

320-1710

5508

June 11, 1959

W. E. White, City Recorder
City Hall
Cottage Grove, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Cottage Grove covering the Special City Allotment project on South River Road in Cottage Grove.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 17 1959
FOR FILING

330-1710

5508

Salem, Oregon
June 11, 1959

[illegible] #107

$250,000 Fund Agreement
City of Cottage Grove

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of an agreement with the City of Cottage Grove covering the Special City Allotment project on South River Road in Cottage Grove.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Cottage Grove, Oregon.

Secretary

rn
Attach: 1

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 1, 1959
Salem, Oregon

SUBJECT: $250,000 Fund Agreement
City of Cottage Grove

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on South River Road in Cottage Grove. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min: Page 31
Floyd Query
Secretary

5-18-59

RESOLUTION NO. 483

WHEREAS, THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF COTTAGE GROVE, an agreement providing for the improvement of South River Road from Hellis Place to the south city limits, a distance of approximately 0.40 mile, within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000.00 and the City is to pay all costs in excess of $20,000.00 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Cottage Grove that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Cottage Grove on the 18th day of May, 1959.

APPROVED:

/s/ W. L. Workman
Mayor

ATTEST:

/s/ W. E. White
City Recorder

Resolution No. 483

ORDINANCE NO. 1565

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF COTTAGE GROVE, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVEMENT OF SOUTH RIVER ROAD FROM NELLIS PLACE TO THE SOUTH CITY LIMITS, A DISTANCE OF APPROXIMATELY 0.49 MILE AND DECLARING AN EMERGENCY.

WHEREAS, the City of Cottage Grove, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

WHEREAS, the State Highway Commission has accept such application for the improvement of South River Road from Nellis Place to the south city limits, a distance of approximately 0.49 mile, and,

WHEREAS, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000.00 and the City of Cottage Grove to pay all cost in excess of $20,000.00.

THE COMMON COUNCIL OF THE CITY OF COTTAGE GROVE DOES ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Cottage Grove, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of South River Road from Nellis Place to the south city limits, a distance of approximately 0.45 mile and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1959 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Cottage Grove, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated May 18, 1959.

AYES 6

NAYES - 0

Submitted to and approved by the Mayor the 18th day of May, 1959.

APPROVED:

By /s/ W. L. Workman
Mayor

ATTEST:

/s/ W. E. White
City Recorder

Ordinance No. 1565

October 27, 1958

Mr. J. M. Edwards
City Recorder
Cottage Grove, Oregon

Dear Mr. Edwards:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for the cooperative construction project on South River Road under the provisions of the Special City Allotment fund act.

The project was approved on the basis of the City replacing the bridge over Silk Creek, doing all grade widening, placing required base rock, and paying all costs in excess of $20,000. The States project is to place required leveling course and 3" asphaltic concrete pavement 20' in width with 2' to 4' shoulders.

You will be contacted in the near future to work out details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:cg

NOTED
C. G. SWENSON

1 -

10
(1959)

Cottage Grove

Preliminary Estimate

S. River Road from Nellis Place to S. City limits a distance of approximately 0.50 mile

(City to widen present grade, ease curves and rebase where required)

Place leveling Course and 3" asphaltic Concrete pavement 20' width, 2' to 4' shoulders.

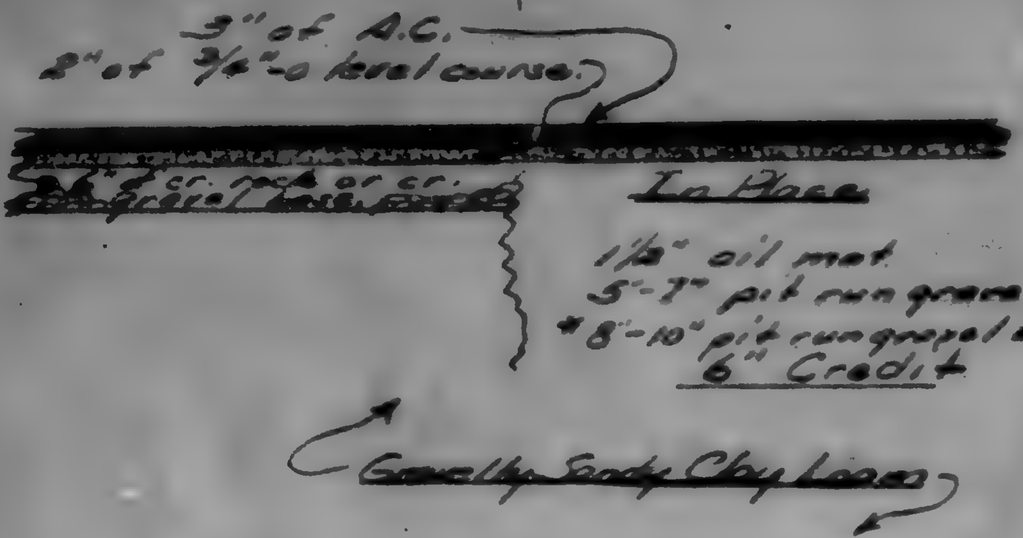
		$	$
Preparation of base	0,50 mile	750^{00}	375^{00}
3/4"-0 in leveling Course	975 cu yds.	3^{00}	2925^{00}
Sprinkling	25 M/g.	3^{00}	75^{00}
Asphaltic binder Course	12 tons	70^{00}	840^{00}
3/4"-0 in binder Course	65 cyds	3^{75}	243.75
Class "B" asphaltic Concrete.	1070 tons	9^{00}	9630.00
Preliminary Estimate of Construction Cost			$14,088.25
12½% Engineering & Contingencies			1761.03
Survey.			750.00
			$16,599.28

Total Est $16,600^{00}

STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Boer Road from
Wells Pl. - S. City Limits Highway City of Cottage Grove County Lane Profile
Tags ______ Length of Project ____ Miles. Sta. ______ to Sta. ______ Date 8-22-58

TYPICAL SECTIONS Traffic Classif. from Ayers (County-City) Medium


3" of A.C.
2" of 3/4"-0 level course.
6" of cr. rock or cr. gravel base.
Gravelly Sandy Clay Loam

In Place

1½" oil mat.
5"-7" pit run gravel base.
*8"-10" pit run gravel base. (Not oiled)
6" Credit

Typical Soil
34 LL
13 PI
20 % P.200
9 % Silt
10 % Clay
43 R'Value

8-22-58

*Note: Allow extra 3/4"-0. for short section not oiled. Extra allowance of A.C. for patching over existing oil.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3	A.C.
			2	Level
			6	Cr. Base
11			11	
Over Existing				
			3	A.C.
			*2	Level
		6		
11			11	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
Test of existing base.	155982	2.73	Gravel	3"	39.8	10.6	20.9	— —	25	3	

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Engineer Division

Submitted by G. L. Decker
Spl'l Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

$250,000 (59)

Cottage Grove

With L. C. Coiner, City Engineer investigated condition and use of S. River Road in Cottage Grove. Was oiled averaging 16' in width now reverted to gravel in fair condition. and carries considerable heavy traffic when saw mills are operating, leads from Goshen Divide Highway into town on straight lines to Saw-mill area. (1500 ADT at present more when mills operating)

City Engineer said City was having plans made by Highway Dept. to rebuild the bridge over Silk Creek and also would widen roadbed, ease curves, and place required base rock. And asked that State place leveling course & 3" AC. 12" rock now in place in main roadbed.

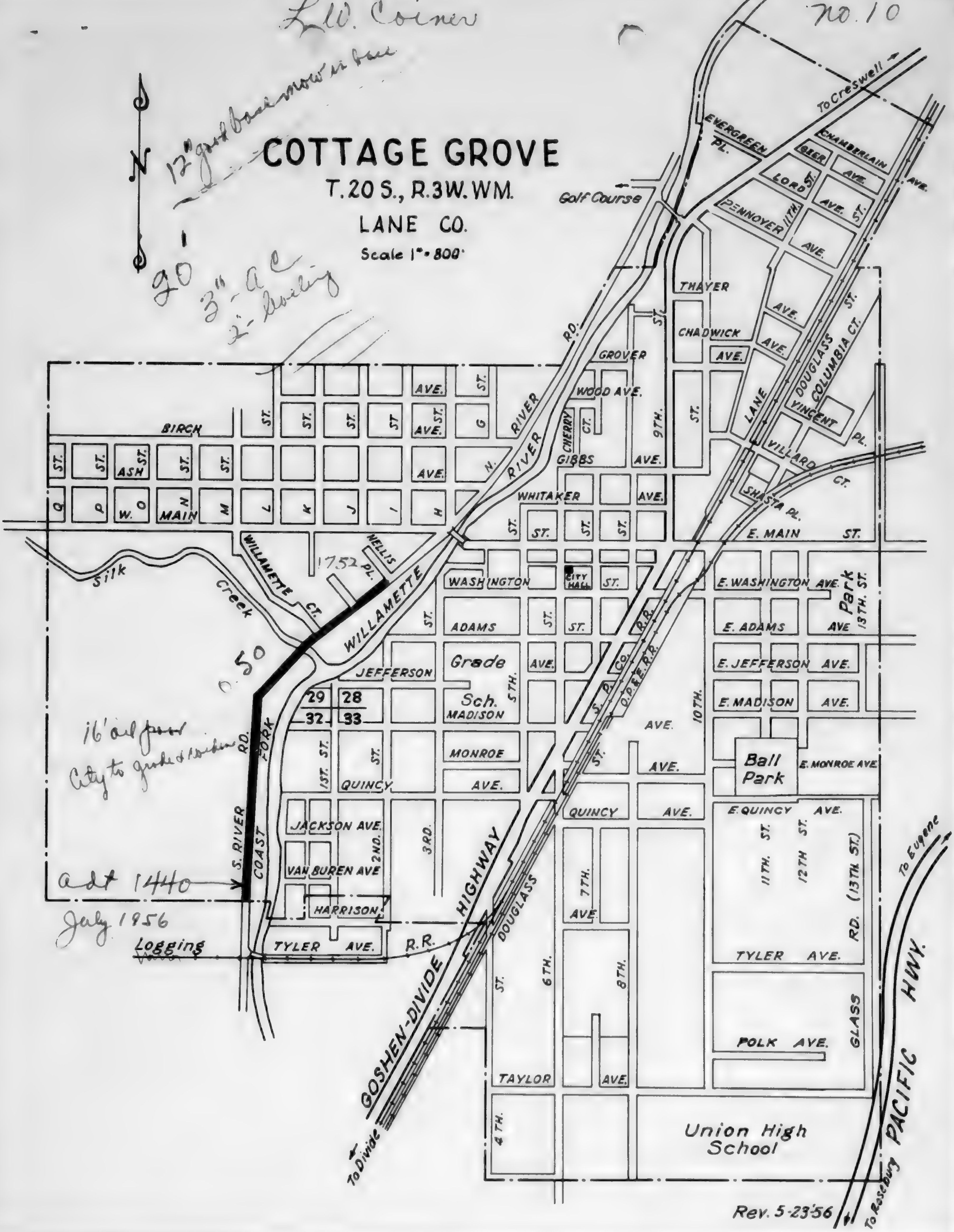
Believe we could recommend this project

H. C.

✓

L.W. Coiner

No. 10



COTTAGE GROVE

T. 20 S., R. 3W. W.M.

LANE CO.

Scale 1" = 800'

12" good base now in base

20'

3" A.C.
2" - Oiling

0.50

16' oil pave
City to grade & widen

adt 1440

July 1956

Rev. 5-23-56

N
To Creswell
EVERGREEN PL.
CHAMBERLAIN AVE.
GEER AVE.
LORD ST.
AVE.
ST.
PENNOYER AVE.
11TH
Golf Course
THAYER AVE.
CHADWICK AVE.
AVE.
LANE
DOUGLASS ST.
COLUMBIA CT.
VINCENT
VILLARD CT.
PL.
SHASTA PL.
GROVER
WOOD AVE.
RD.
RIVER
N. RIVER
CHERRY CT.
9TH. ST.
GIBBS AVE.
WHITAKER AVE.
BIRCH
ASH
MAIN
Q ST.
P ST.
W O ST.
N ST.
M ST.
L ST.
K ST.
J ST.
I ST.
H ST.
G ST.
AVE.
E. MAIN ST.
Silk Creek
WILLAMETTE CT.
NELLIS PL.
1752
WILLAMETTE
WASHINGTON
CITY HALL
ST.
E. WASHINGTON AVE.
Park
13TH. ST.
ADAMS
E. ADAMS AVE
Grade Sch.
JEFFERSON
5TH.
E. JEFFERSON AVE.
29 28
32 33
MADISON
E. MADISON AVE.
S.P. Co. R.R.
O.P.&E. R.R.
10TH.
MONROE
Ball Park
E. MONROE AVE.
1ST. ST.
QUINCY AVE.
QUINCY AVE.
E. QUINCY AVE.
JACKSON AVE.
2ND.
3RD.
VAN BUREN AVE
HARRISON
S. RIVER RD.
COAST FORK
Logging R.R.
TYLER AVE.
11TH. ST.
12TH ST.
RD. (13TH. ST.)
GOSHEN-DIVIDE HIGHWAY
DOUGLASS ST.
7TH. AVE.
6TH.
8TH.
TYLER AVE.
POLK AVE.
GLASS
TAYLOR AVE.
4TH.
Union High School
PACIFIC HWY.
To Eugene
To Roseburg
To Divide

20458

RESOLUTION #473

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cottage Grove is an incorporated city of the State of Oregon, and has a population of 4200, as given by the latest official census, and

WHEREAS, the following streets of said city, South River Road

RECEIVED
COUNTY

Form cc-50 (1953 Rev.)
Special City Allotment

L.W. Coiner

No. 10

COTTAGE GROVE

T.20 S., R.3W. WM.

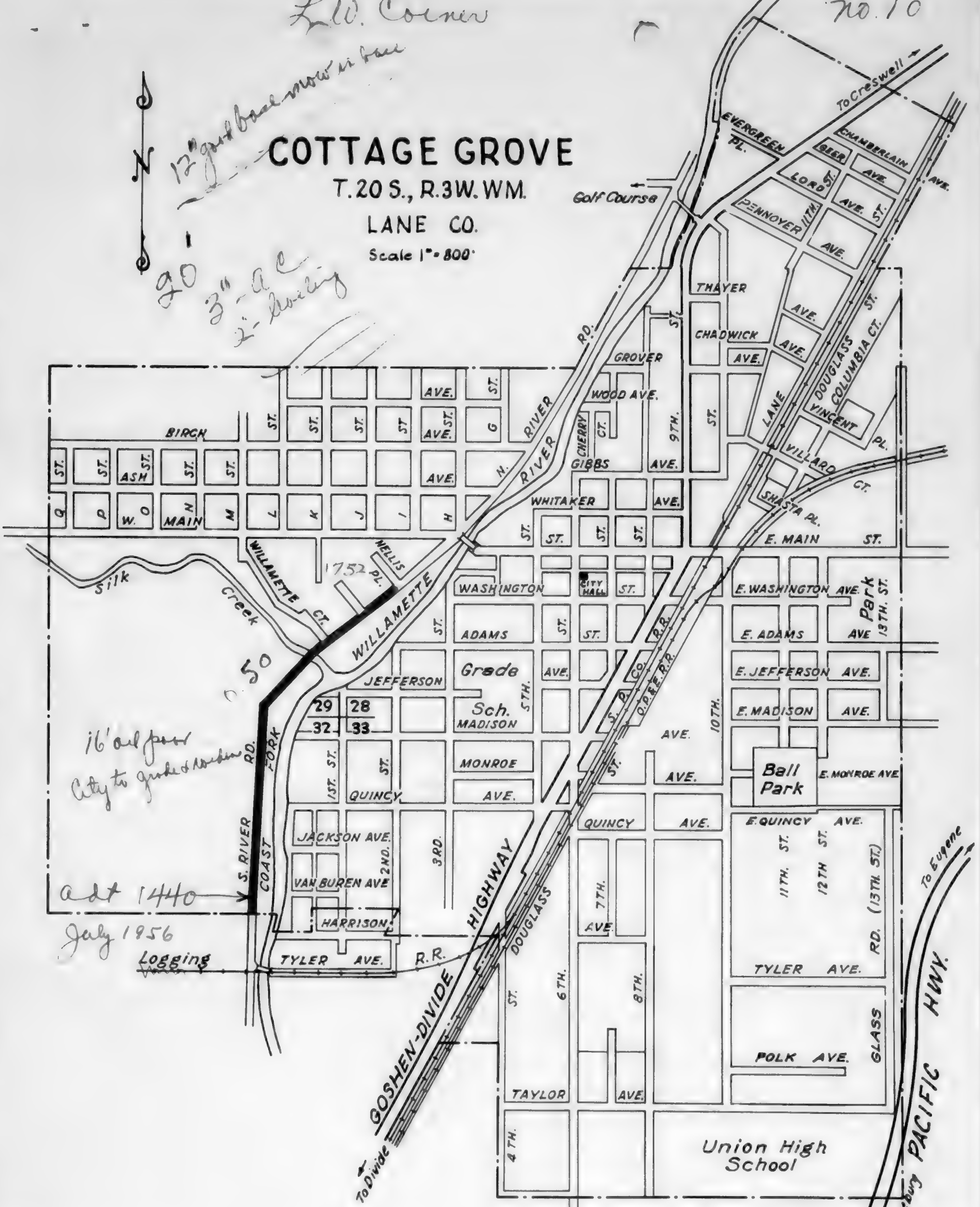
LANE CO.

Scale 1" = 800'

12" grvl base now in place

20

3" A.C.
2" leveling


N
To Creswell
EVERGREEN PL.
CHAMBERLAIN AVE.
GEER AVE.
LORD ST.
AVE. ST.
PENNOYER 11TH AVE.
Golf Course
THAYER
AVE.
CHADWICK AVE.
GROVER
WOOD AVE.
CHERRY CT.
9TH.
ST.
LANE
DOUGLASS ST.
COLUMBIA CT.
VINCENT PL.
VILLARD CT.
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WHITAKER AVE.
SHASTA PL.
E. MAIN ST.
N. RIVER RD.
RIVER
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ASH ST.
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P ST.
O ST.
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L
K
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H
G
W. MAIN
AVE.
Silk Creek
WILLAMETTE CT.
NELLIS PL.
1752
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WASHINGTON
CITY HALL
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E. WASHINGTON AVE.
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JEFFERSON
Grade Sch.
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E. JEFFERSON AVE.
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MADISON
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S. P. Co. R.R.
O. P. & E. R.R.
10TH.
E. MADISON AVE.
MONROE
Ball Park
E. MONROE AVE.
1ST. ST.
ST.
QUINCY AVE.
QUINCY AVE.
E. QUINCY AVE.
JACKSON AVE.
VAN BUREN AVE.
2ND.
3RD.
7TH.
11TH. ST.
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RD. (13TH. ST.)
HARRISON
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GOSHEN-DIVIDE HIGHWAY
DOUGLASS
Logging R.R.
TYLER AVE.
TYLER AVE.
ST.
6TH.
8TH.
POLK AVE.
GLASS
TAYLOR AVE.
4TH.
Union High School
To Divide
To Eugene
To Roseburg
PACIFIC HWY.
Rev. 5-23-56

0.50

16' oil pavt
City to grade & widen

adt 1440

July 1956

Special Letter

, Tech Bulletin sent

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2 24 58

RESOLUTION #473

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

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WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cottage Grove is an incorporated city of the State of Oregon, and has a population of 4200, as given by the latest official census, and

WHEREAS, the following streets of said city, South River Road

RECEIVED
FE[illegible] 58
EN[illegible]
COUNTY [illegible]

Form cc-50 (1953 Rev.)
Special City Allotment

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

South River Road, from the Southerly line if Nellis Place, Southerly to
the South City Limits of Cottage Grove, Oregon

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cottage Grove does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate L. W. Coiner as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 24th day of February, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - -   - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cottage Grove at a regular or special meeting of said Council, held on the 24th day of February, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of February, 1958.

J M Edwards
City Recorder

Jess [illegible]
Mayor

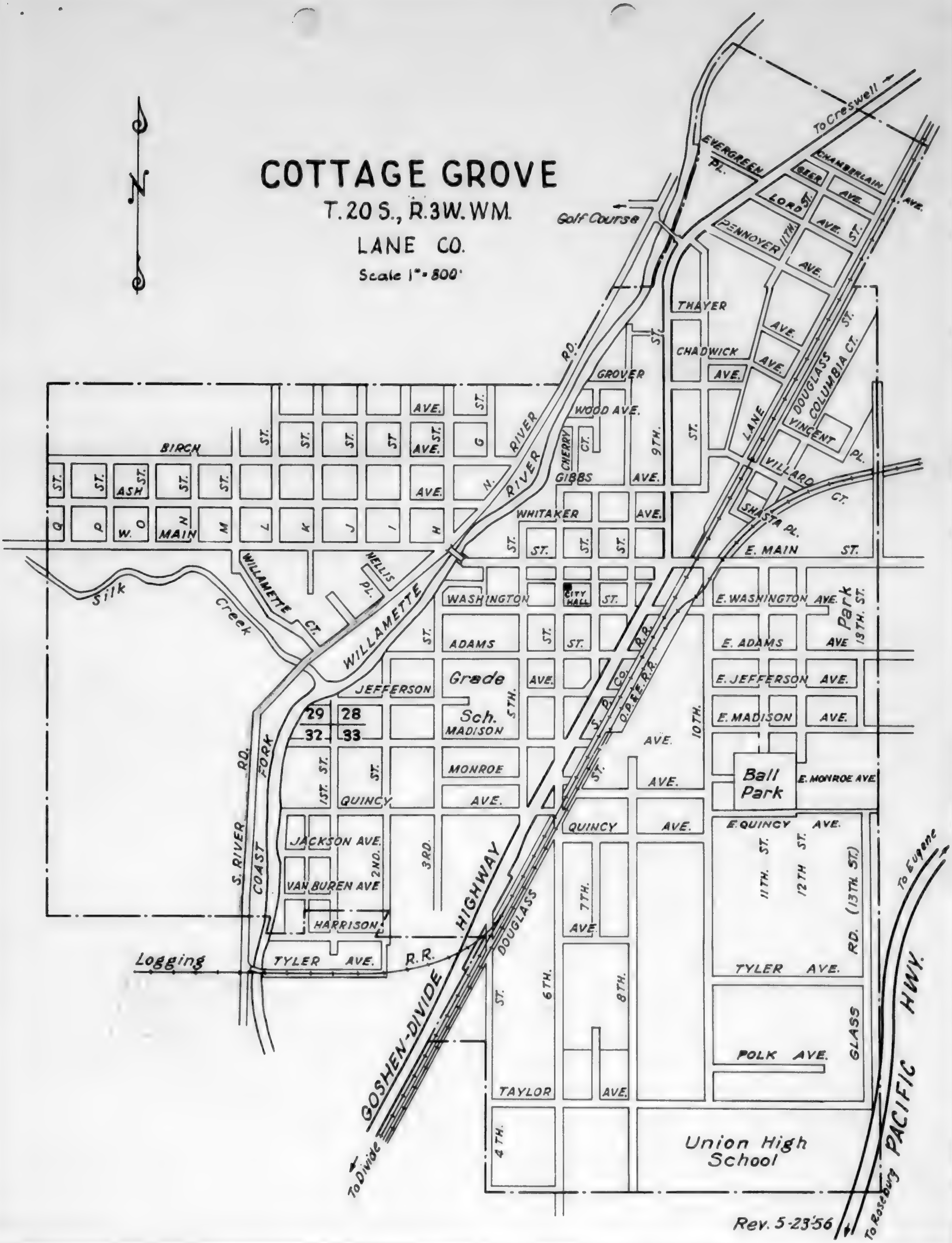
Form cc-50 (1953 Rev.)

COTTAGE GROVE

T. 20 S., R. 3W. W.M.

LANE CO.

Scale 1" = 800'


N
To Creswell
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Silk Creek
WILLAMETTE
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R.R.
S. P. CO.
O.P.&E. R.R.
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TYLER AVE.
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POLK AVE.
TAYLOR AVE.
4TH.
Union High School
To Eugene
PACIFIC HWY.
To Divide
To Roseburg

Rev. 5-23-56

S-265(7) Lancaster-Willand Culver- 1959
S-220(13) Beaver Structures on Lancaster
#5509 Dr.-Sublimity Gun Club Sec.

RECEIVED
OCT 21 1960
FOR FILING
[illegible]
[illegible]
[illegible]

October 20, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Workman Const. Co. and Geo. W. Irwin Const. Co., on contract #5509 for the Lancaster-Holland-Culver-Beaver Structures on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $285,322.70, including the post-final payment of $367.02. Of the total, $960.49 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
609 Mead Bldg.,
Portland 4, Oregon

RECEIVED
OCT 10 1960
FOR FILING
265 (7)
220
5569

October 7, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5509 for the Lancaster-Holland-Culver-Beaver Structures on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, Workman Const. Co., and George W. Irwin Const. Co., on August 15, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $15,483.21 will be released to the contractor on or after October 17, 1960. The total contract amount is $284,955.68, of which amount $593.47 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
Mead Bldg.,
Portland, Oregon

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AUG 24 1959
FOR FILING

S-265(7)
S-220(13)
5509

August 24, 1959

Workman Const. Co. &
George W. Irwin Const. Co.
674 South Elm St.
Canby, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5509, awarded July 2, 1959, for the Lancaster-Holland-Culver-Beaver Structures, Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rm
Encl.

RECEIVED JUL 27 1959 FILING

Contract 5509 7 24 59 A

Monthly Transaction No. 7-727	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Marion**
Project Report No. S 4265(7)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-265(7)**

S-290 (15)
5501

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Three Undercrossing Structures (0.2, 0.9 and 4.2 miles from west end of project.)
(Lancaster Road-Silver Creek Falls Highway Junction Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**5-7-59**	**----**
Rights-of-Way		
Construction	**5-27-59**	**0.0**
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ **270,801**	$ **167,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~B~~y **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(7).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. 265(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-265(7)

LANCASTER DRIVE–SUBLIMITY GUN CLUB SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code P.E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code X221
Lancaster Drive U'xing (Sta. 187+04.42)(Contract No. 5509)

Structural Excavation	560 cu. yds.	$ 2.00	$ 1,120.00
Furnish Treated Timber Piling	3,920 lin. ft.	1.50	5,880.00
Drive Timber Piles	140 only	35.00	4,900.00
Furnish Steel Piling	990 lin. ft.	6.00	5,940.00
Drive Steel Piles	18 only	100.00	1,800.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete	All Required		63,600.00
Metal Reinforcement	All Required		30,800.00
Metal Handrail	422 lin. ft.	10.00	4,220.00
Concrete Slab Riprap	550 sq. yds.	8.00	4,400.00
8-inch Metal Drain Pipe	250 lin. ft.	6.00	1,500.00
			$124,360.00

Type Code X221
Holland Drive U'xing (Sta. 235+05.09)(Contract No. 5509)

Structural Excavation	190 cu. yds.	$ 4.00	$ 760.00
Furnish Treated Timber Piling	2,304 lin. ft.	1.50	3,456.00
Drive Timber Piles	64 only	40.00	2,560.00
Furnish Steel Piling	480 lin. ft.	6.00	2,880.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		29,100.00
Metal Reinforcement	All Required		12,065.00
Concrete Slab Riprap	210 sq. yds.	8.00	1,680.00
8-inch Metal Drain Pipe	210 lin. ft.	5.00	1,050.00
			$ 54,451.00

Type Code X231
Culver Road U'xing (Sta. 398+77.24)(Contract No. 5509)

Structural Excavation	210 cu. yds.	$ 2.00	$ 420.00
Furnish Treated Timber Piling	448 lin. ft.	1.50	672.00
Drive Timber Piles	16 only	100.00	1,600.00
Class "A" Concrete	All Required		24,000.00
Metal Reinforcement	All Required		11,000.00
Structural Steel	All Required		25,321.00
Concrete Slab Riprap	275 sq. yds.	8.00	2,200.00
8-inch Metal Drain Pipe	250 lin. ft.	5.00	1,250.00
			$ 66,463.00

Subtotal	$245,274.00
10% Engr. & Cont.	24,527.40
Total	$269,801.40

Length of 3 Structures - - - - - - - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Structures	269,801.40	166,400.00	103,401.40
	$270,801.40	$167,000.00	$103,801.40

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint: Chap. 529, Laws 1939

Contract 5509 7-24-59 A

RECEIVED JUL 27 1959 FOR FILING

Monthly Transaction No. 7-120	For -2 (9-1 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. S 254(7)	**FEDERAL-AID PROJECT AGREEMENT**	County **Marion**
		Project No. **S-220(13)**

S 220(13)
5509

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Bridge over Beaver Creek

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	5-7-59	---
Rights-of-Way		
Construction	5-27-59	0.02
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 51,360	$ 31,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forr Cooper
Deputy **State Highway Engineer**
(title)

By ____________
____
(title)

By ____________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer
By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-229(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(13)

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code P.E.

Preliminary Engineering	All Required		$ 500.00

Type Code X021
Beaver Creek Bridge (Sta. 553+90.45 to Sta. 555+17.45)
(Contract No. 5509)

Structural Excavation	440 cu. yds.	$ 7.00	$ 3,080.00
Class "A" Concrete	All Required		27,420.00
Metal Reinforcement	All Required		15,400.00
8-inch Metal Drain Pipe	56 lin. ft.	6.00	336.00
	Subtotal		$ 46,236.00
	10% Engr. & Cont.		4,623.60
		Total	$ 50,859.60

Length of Structure - - - - - - - - - - - 0.024 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 500.00	$ 300.00	$ 200.00
Structure	50,859.60	31,400.00	19,459.60
	$ 51,359.60	$ 31,700.00	$ 19,659.60

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds For Maint: Chap. 529, Laws 1939

A

RECEIVED
JUL - 3 1959
FOR FILING

J 265 (7)
J 220 (15)
5509

July 2, 1959

Workman Construction Co., and
George W. Irwin Construction Co.
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5509 for the Lancaster-Holland Culver-Beaver Structures on the Lancaster Drive-Sublimity Gun Club Section of North Santiam Highway in Marion County.

This award was based on your bid of $291,510.00 which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

I-5-6(10)299 J'King of SW Brier Place 1959
on Harbor Dr.-Wash. Co.
#5510 Line Rec.

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
REAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

EE10

DATE: March 1, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Y5449 - [illegible]

MAR 6 1962

SUBJECT: Oregon Project I-5-6(10)299
S.W. Briar Place Structure
Voucher #10 - Final

The subject voucher has been approved for payment in the net amount of $14,723.00. Deduction has been made in accordance with the attached Schedules of Exceptions.

Total amount of deductions	$ 105.41
Federal-aid pro-rata	92.37%
Net Deduction	$ 97.00

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified as a reclaim voucher within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

RECEIVED
MAR 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. L. PORTER

RECEIVED
APR 27 1961
FOR FILING

I-5-6(10) 299
5510

April 26, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5510 for the SW Brier Place Undercrossing on the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, Kuckenberg Const. Co. Inc., on April 10, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

Final payment in the amount of $10,344.65 will be released to the contractor on or after May 5, 1961. The total contract amount is $130,127.38, of which amount $2,448.10 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Kuckenberg Const. Co. Inc.,
11104 NE Holman St.,
Portland 20, Oregon

Form E-1—(Rev.)—

I-5-6(19)299

5510

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 14, 1961

Section S. W. Brier Place Structure

Kind of work Structures, Grading and Paving

Highway Pacific County Multnomah

Section prefix 626-1030

Contractor Kuckenberg Construction Co.

Contract number 5510

Date of contract July 2, 1959

Specified work days 220

Date work started October 12, 1959

Work days used See Bridge Engineer's Report

Project authorization $144,418.50

Exclusive of engineering $134,148.74

Per cent of time elapsed " " " %

Estimated cost of completed project, exclusive of engineering $ 134,148.74

Estimated per cent XXXXXX or underrun 10 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $10,269.76

(Grading Only)

Engineering cost to date $ 4,330.00, 42.2 %

Date project was completed April 10, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	100	100	See Bridge Engr's Report	100	100	XX

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The excess material has been removed from under the structure.

The Semi-Final estimate will be turned over to the Bridge Resident Engineer the firsrt of next week. (Grading Items)

NOTED

NOTED CONSTRUCTION DIVISION

RI[illegible]

NOTED

Noted
M. N. Juve

C. E. PAULSEN

Signed Ray W. Pyle Resident Engineer

Address 2131 S. W. Scholls Ferry Rd. Portland 1, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.07	0.07			0.07
Miles partially completed	0.07	0.07			0.07
Miles completed	0.07	0.07			0.07
Total estimated quantities (contract)	220 CY	324 CY			630 CY
Total quantities corrected to date	329 CY	367 CY			520 CY
Estimated quantities moved or placed to date	329 CY	367 CY			520 CY
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	(Grading Only) CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Cloudy		
Saturday			

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APR 13 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-6(10)299
5510

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 12, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 403
State Highway Building
Salem, Oregon

Dear Sir:

Kuckenberg Construction Company completed work on the S. W. Brier Place Undercrossing of the Pacific Highway in Multnomah County, Contract #5510, FAP No. I-5-6(10)299, on April 10, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
SEP - 1959
FOR FILING

5710

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1959

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

As per your instructions, I have spend considerable time on the Kuckenberg job in the city of Portland. You indicated that Mr. Kuckenberg's discussion with Mr. Williams covered three counts: 1. Workday count; 2. Bridge footing problem; and 3. Borrow.

With respect to the workday count, it appears that extenuating circumstances are such that additional workdays could be granted. Many slides have been encountered which required extra work to correct them. Delays have been caused by the pile drivers strike with respect to the Corbett Avenue and Briar Place detour structures. Further, an extremely wet condition has been encountered at the Briar Place cut.

With respect to the bridge footing problems. Kuckenberg requested authority to start at once on the Briar Place structure with the stipulation that he be paid structural excavation from the ground line now existing rather than from the neat lines of the proposed cut cross section. My analysis is that Kuckenberg has worked himself into such a position in excavating into this cut that he should not proceed with the Briar Place footings until he has taken the cut material out. He can not proceed with construction of the bridge other than the footings until the cut is out since any false work would block his haul road. Later meetings with Kuckenberg's superintendent indicated that he was proceeding with the removal of the cut material. Hence, the item becomes moot.

With respect to borrow, it can not be determined at this time whether or not borrow will be required. If it is, Kuckenberg was informed that if common borrow was available, he would be expected to borrow it at his bid price

wcw

NOTED
FORREST COOPER

which is 63 cents per cubic yard. If we borrow solid rock, he was advised that a negotiated price would be arrived at. This item will have to be adjudicated at a later date when it is determined whether or not borrow is needed.

We are proceeding with processing the request for additional work days.

Tom Edwards
Construction Engineer

TE:fp

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5510   5-1-59   A

RECEIVED
7 AUG 1 1959
FOR FILING

Monthly Transaction No.	For -2 (9 .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 6 I-5-6(10)299	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **I-5-6(10)299**

5510

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approx. 1.7 miles south of N. end I-303(21)-(new) I-5-6(8)297
(S. W. Brier Place U'Xing)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-28-58	----
Rights-of-Way		
Construction	5-29-59	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 143,209	Federal funds $ 132,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer
By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 13, 1959**

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the S. W. Brier Place Structure, Project No. I-5-6(10)299.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the S. W. Brier Place Structure, Project No. I-5-6(10)299.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-5-6(10)299

S. W. BRIER PLACE STRUCTURE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, July 21, 1959x

Type Code P.E.

Preliminary Engineering	All	Required		$2,000.00

Type Code X721
S. W. Brier Place Undercrossing (Sta. 210+64.74)(Contract No. 5530)

Roadway

Removal of Pavement	700	sq. yds.	$0.75	$ 525.00
Removal of Curbs	270	lin. ft.	.30	81.00
Remove Detour Structure	All	Required		2,000.00
Drainage Excavation, Unclassified	30	cu. yds.	3.00	90.00
General Excavation, Unclassified	220	cu. yds.	1.00	220.00
12-inch Corrugated Metal Pipe	70	lin. ft	3.50	245.00
8-inch Sewer Pipe	100	lin. ft.	1.50	150.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "C"	2	only	70.00	140.00
Concrete Curbs and Gutters	30	cu. yds.	40.00	1,200.00
Concrete Walks	50	sq. yds.	5.00	250.00
Metal Guard Rail	50	lin. ft.	3.50	175.00
Course Crushed Material in Base	300	cu. yds.	3.00	900.00
Sprinkling	10	M-gals.	2.50	25.00
8-inch Portland Cement Concrete Pavement	630	sq. yds.	4.50	2,835.00
3/8" - 0 Material in Cushion Course	24	cu. yds.	4.00	96.00
				$9,232.00

Structure

Shoring, Cribbing, etc.	All	Required		$1,000.00
Structural Excavation	650	cu. yds.	$3.00	1,950.00
Structural Excavation Below Elevation Shown	100	cu. yds.	5.00	500.00
Furnish Steel Piling	1,920	lin. ft.	4.50	8,640.00
Drive Piles	50	only	65.00	3,250.00
Splice Steel Piles	10	only	10.00	100.00
Class "A" Concrete	All	Required		53,625.00
Metal Reinforcement	All	Required		38,350.00
Metal Handrail	556	lin. ft.	10.00	5,560.00
Concrete Slab Riprap	685	sq. yds.	9.00	6,165.00
				$119,140.00

Subtotal	$128,372.00
10% Engr & Cont.	12,837.20
Total	$141,209.20

Length of Structure - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Structure	141,209.20	130,200.00	11,009.20
	$143,209.20	$132,000.00	$11,209.20

State Funds for Construction:	Chap. 175, Laws 1917 Chap. 31, Laws 1920 Chap. 529, Laws 1939
State Funds for Maintenance:	Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-6(10)299

S. W. BRIER PLACE STRUCTURE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 22, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 2,000.00

Type Code X721

S. W. Brier Place Undercrossing (Sta. 210+64.74)

Roadway

Removal of Pavement	700 sq. yds.	$1.00	$ 700.00
Removal of Curbs	270 lin. ft.	0.45	121.50
Remove Detour Structure	All Required		1,000.00
Drainage Excavation, Unclassified	30 cu. yds.	3.00	90.00
General Excavation, Unclassified	220 cu. yds.	1.00	220.00
12-inch Corrugated Metal Pipe	70 lin. ft.	3.75	262.50
8-inch Sewer Pipe	100 lin. ft.	2.00	200.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type "G"	2 only	90.00	180.00
Concrete Curbs and Gutters	30 cu. yds.	50.00	1,500.00
Concrete Walks	50 sq. yds.	5.00	250.00
Metal Guard Rail	50 lin. ft.	4.00	200.00
Coarse Crushed Material in Base	300 cu. yds.	2.75	825.00
Sprinkling	10 M-gal.	3.00	30.00
8-inch Portland Cement Concrete Pavement	630 sq. yds.	6.00	3,780.00
3/8" - 0 Material in Cushion Course	24 cu. yds.	4.00	96.00
			$ 9,755.00

Structure

Shoring, Cribbing, etc.	All Required	$	$ 8,000.00
Structural Excavation	650 cu. yds.	7.00	4,550.00
Structural Excavation Below Elevation Shown	100 cu. yds.	15.00	1,500.00
Furnish Steel Piling	1,920 lin. ft.	5.00	9,600.00
Drive Piles	50 only	50.00	2,500.00
Splice Steel Piles	10 only	45.00	450.00
Class "A" Concrete	All Required		63,375.00
Metal Reinforcement	All Required		38,350.00
Metal Handrail	556 lin. ft.	12.00	6,672.00
Concrete Slab Riprap	1,175 sq. yds.	7.00	8,225.00
			$143,222.00

Subtotal	$152,977.00
10% Engr. & Cont.	15,297.70
Total	$168,274.70

Length of Structure - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Structure	168,274.70	155,200.00	13,074.70
	$170,274.70	$157,000.00	$13,274.70

Oregon State Highway Department

Federal Aid
Project No. I-5-6(10)299

S. W. BRIER PLACE STRUCTURE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 10, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 2,000.00

Type Code X721
S. W. Brier Place Undercrossing (Sta. 210+64.74)

Roadway

Removal of Pavement	700	sq. yds.	$1.00	$ 700.00
Removal of Curbs	270	lin. ft.	0.45	121.50
Remove Detour Structure	All	Required		1,000.00
Drainage Excavation, Unclassified	30	cu. yds.	3.00	90.00
General Excavation, Unclassified	220	cu. yds.	1.00	220.00
12-inch Corrugated Metal Pipe	70	lin. ft.	3.75	262.50
8-inch Sewer Pipe	100	lin. ft.	2.00	200.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "G"	2	only	90.00	180.00
Concrete Curbs and Gutters	30	cu. yds.	50.00	1,500.00
Concrete Walks	50	sq. yds.	5.00	250.00
Metal Guard Rail	50	lin. ft.	4.00	200.00
Coarse Crushed Material in Base	300	cu. yds.	2.75	825.00
Sprinkling	10	M-gal.	3.00	30.00
8-inch Portland Cement Concrete Pavement	630	sq. yds.	6.00	3,780.00
3/8" - 0 Material in Cushion Course	24	cu. yds.	4.00	96.00
				$ 9,755.00

Structure

Shoring, Cribbing, Etc.	All	Required	$	$ 8,000.00
Structural Excavation	650	cu. yds.	7.00	4,550.00
Structural Excavation Below Elevation Shown	100	cu. yds.	15.00	1,500.00
Furnish Steel Piling	1,920	lin. ft.	5.00	9,600.00
Drive Piles	50	only	50.00	2,500.00
Splice Steel Piles	10	only	45.00	450.00
Class "A" Concrete	All	Required		63,375.00
Metal Reinforcement	All	Required		38,350.00
Metal Handrail	556	lin. ft.	12.00	6,672.00
Concrete Slab Riprap	685	sq. yds.	7.00	4,795.00
				$139,792.00
	Subtotal			$149,547.00
	10% Engr. & Cont.			14,954.70
		Total		$164,501.70

Length of Structure. . . . . 0.000 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Structure	164,501.70	151,200.00	13,301.70
	$166,501.70	$153,000.00	$13,501.70

A

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JUL 28 1959
FOR FILING
F 56(10)299
5510

FORM 2-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1959

Kuckenberg Construction Co.,Inc.,
11104 NE Holman Street
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5510, awarded July 2, 1959,
for the SW Brier Place Undercrossing on
Harbor Drive-Washington County Line Section
of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
JUL - 3 1959
FOR FILING

5510

July 2, 1959

Kuckenberg Construction Company, Inc.
P. O. Box 7407
Portland 20, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5510 for structure, grading and paving on the Undercrossing of S. W. Brier Place on Harbor Drive-Washington County Line Section, Pacific Highway (R. H. Baldock Freeway) in Portland, Multnomah County.

This award was based on your bid of $128,372.00 which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

I-5-6(10)299

5510

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5510 for Oregon Project I-5-6(10)299, Harbor Drive-Washington County Line Section, Briar Place Undercrossing Structure, to Kuckenberg Construction Company, Inc. of Portland, Oregon, low bidder in the amount of $128,372.00 at the June 16, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig. Dratin

NOTED
FORREST COOPER

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
JUN - 5 1959

FOR FILING
I-5-6(10)299

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

5510 When replying, refer to:
08-35.6

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-6(10)299, S. W. Brier Place Structure on the Pacific Highway in Multnomah County.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
JUN - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

S-403(2) Grass Valley-Rutledge Sec. 1959
(Oiling)
#5511

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 4, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5511	3 Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29515	115059	$1,704.69	12-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 50 workdays from July 20, 1959

Time Extensions: None of record

Completion Date: September 29, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 4, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC - 4 1959
jc

NOTED ON CARD
LC

RECEIVED
NOV 23 1959
FOR FILING
408(2)

A

November 20, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5511 for oiling the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County was completed by the contractor, Babler Bros., Inc., on September 29, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $1,704.69 will be released to the contractor on or after November 30, 1959. The total contract amount is $56,823.16, of which amount $204.44 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
OCT 21 1959
FOR FILING
[illegible]
5511

October 21, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., on contract #5511 for oiling the Grass Valley-Rutledge Section of the Grass Valley-Rutledge Road in Sherman County.

This payment, in the amount of $972.75, will be released to contractor on or after November 2, 1959. The retained percentage is $1,704.69.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—10M—2-59

[illegible]

5511

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1959

Section Grass Valley - Rutledge	Kind of work Oiling
Highway Grass Valley-Rutledge Road County Sherman	Section prefix 528-1028
Contractor Babler Bros., Inc.	Contract number 5511
Date of contract July 2, 1959	Specified work days 50
Date work started July 20, 1959	Work days used 50
Project authorization $ 64,649.51 Exclusive of engineering $ 60,052.49	Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . $ ~~61,421.04~~ 56,823.72

Estimated per cent overrun or underrun . . . - 4.99 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . $ 4,597.32

Engineering cost to date $ 4,540.44, 98.8 %

Date project was completed Sept. 29, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Babler completed all work on Tuesday and has moved off job.

This is the final Weekly Report.

The Semi-Final estimate will be submitted as soon as Extra Work Orders and Asphalt Invoices are received and checked.

CONSTRUCTION DIVISION
RECEIVED
OCT 5 1959
NOTED-- EB

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.87		5.87	
Miles partially completed		5.87		5.87	
Miles completed		5.87		5.87	
Total estimated quantities (contract)		7,400		458	
Total quantities corrected to date		6,892		442.60	
Estimated quantities moved or placed to date		6,892		442.60	
Average daily quantities		0		72.20	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	

Men	11
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	4
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Compaction rollers ...., 2 distributors, 1 broom, 1 end loader

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	0	
Tuesday	Cloudy	0	Work Completed
Wednesday			"
Thursday			"
Friday			"
Saturday			

A

RECEIVED
OCT - 2 1959
FOR FILING

S 408(2)

5511

October 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1959, on Contract No. 5511, Grass Valley-Rutledge Road Section, in Sherman County, in connection with Federal Aid Project No. S-408(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

A

RECEIVED
JUL 28 1959
FOR FILING

S-408(2)

5511

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1959

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5511, awarded July 2, 1959,
for oiling the GrassValley-Rutledge
Section of the Grass Valley-Rutledge
Road in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

Contract 5511

Monthly Transaction No. 7-123	For -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Sherman**
Project Report No. A 408 3(2)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-408(2)**

RECEIVED

5511

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Entire Route FAS 667
(Grass Valley-Rutledge Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-7-59	5.87
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 63,213	$ 39,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 24, 1959

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Grass Valley-Rutledge Section, Project No. S-406(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Grass Valley-Rutledge Section, Project No. S-408(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid Secondary
Project No. S-408(2)

GRASS VALLEY-RUTLEDGE SECTION OF THE
GRASS VALLEY-RUTLEDGE ROAD IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code 5231
Roadway (Sta. 0+90 to Sta. 310+60) (Contract No. 5511)

3/4" - 0 Material in Base	7,400	cu. yds.	$2.50	$18,500.00
Sprinkling	380	M-gals.	3.00	1,140.00
Preparation of Base	5.87	Miles	300.00	1,761.00
3/4" - 0 Material in Binder Course	650	cu. yds.	3.00	1,950.00
Furnishing and Placing Aggregates	3,550	cu. yds.	3.75	13,312.50
RC-3 Asphalt	110	tons	46.00	5,060.00
120-150 Asphalt	270	tons	44.00	11,880.00
RS-1 Asphalt	78	tons	46.00	3,588.00
				$57,191.50
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Signing	All	Required		175.00
		Subtotal		$57,466.50
		10% Engr. & Cont.		5,746.65
		Total		$63,213.15

Length of Roadway - 5.866 Miles
Cost of Roadway per Mile - $10,776.19

Federal Funds -	$39,100.00
State Funds -	12,056.55
County Funds -	12,056.60
	$63,213.15

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

Funds for Maintenance: Chap. 529, Laws 1939

NOTE: Necessary funds have been deposited by Sherman County with the Highway Department.

RECEIVED
JUL 22 1959
FOR FILING

[illegible](2)
31

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started July 20, 1959, on Contract No. 5511, Grass Valley-Rutledge Section, Sherman County, in connection with Federal Aid Project No. S-408(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

RECEIVED
JUL - 8 1959
FOR FILING

[illegible] 408 .2

5511

July 2, 1959

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5511 for oiling on the Grass Valley-Rutledge Section of the Grass Valley-Rutledge County Road in Sherman County.

This award was based on your bid of $57,191.50 which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. D. Savage (SIAC)

RECEIVED
JUN 22 1959
FOR FILING

2-40[illegible]-2

5511

June 19, 1959

County Court of Sherman County
Court House
Moro, Oregon

Gentlemen:

We are enclosing for the records and files of Sherman County a fully executed copy of a Finance Agreement between the State Highway Commission and Sherman County covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 29 1959
FOR FILING
S-408(2)
3511

Salem, Oregon
June 19, 1959

FAS Project Agreement
Sherman County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Sherman County covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Sherman County.

Secretary

rn
Attach: 1

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 12, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Sherman County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Grass Valley-Rutledge Section of FAS 667 in Sherman County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on May 28, 1959.

C. G. Swenson
Engineer, County & City Relations

By
John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

APPROVED BY HIGHWAY COMMISSION
DATE 5-28-59 agenda Item 4-D
Floyd Query
Secretary

I-30N-3(11)74 Bowens-Chenoweth Dr. 1969
Sec. (widen existing struc.
45512 to 4-lane width)

9

RECEIVED
MAR 25 1963

FOR FILING

[illegible]N-3(11)74

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

March 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.5

Oregon Project I-80N-3(11)74
Rowena - Chenoweth Creek Section
Voucher No. 8 - Final
Net amount claimed $51,661.00

The subject voucher has been approved in the reduced amount of $51,485.00. Deduction has been made in accordance with the attached Schedule of Deductions, Item No. 3.

Total amount of deduction	$190.97
Federal aid pro rata	92.37%
Net deduction in even dollars	$176.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

RECEIVED
MAR 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attachment
3-25-63

RECEIVED
AUG -1 1960
FOR FILING

[illegible]

5512

A

July 29, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is to acknowledge receipt of your letter of July 27 concerning the payments on State Highway Contract No. 5512 with the Marshall Construction Co.

In examining our contract file we find that we acknowledged your letters of April 12 and May 23, photocopies of which are attached. We believe these will give you the necessary information.

We checked with our Bridge Division and they have disposed of all of the estimate sheets covering this project with the exception of the final estimates. The final estimate in the amount of $4,568.22 was mailed to the contractor April 7, 1960.

We hope this clears up the payment status on this contract. If we may be of further help, please call on us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

7447

[illegible]

Other est-shts. [illegible] except for final

UNITED PACIFIC

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

July 27, 1960

Mr. C. W. Head
Oregon State Highway Commission
Highway Building
Salem, Oregon

Re: Marshall Construction Co.
Box 1032
Hermiston, Oregon

Dear Mr. Head:

Attached is a photocopy of our letter of May 23, 1960 requesting information regarding amounts owing to the above contractor by the State Highway Commission as of March 20 on Contract No. 5512. Will you please assist us by providing the information requested in the attachment. Your cooperation will be very much appreciated.

Very truly yours

S W Tanner
S. W. Tanner
Bond Department

SWT:jm
Enc.

RECEIVED
JUL 28 1960
OREGON
STATE HIGHWAY COMMISSION

WARNING!

PUBLIC OFFICIAL BONDS AHEAD!

May 23, 1960

Oregon State Highway Commission
Highway Building
Salem, Oregon

Attention: Mr. C. W. Reed

Re: Marshall Construction Co.
Box 1032 - Hermiston, Oregon

Gentlemen:

On April 6, 1960 we sent you our form for verifying the amounts owing to the captioned contractor on Contract No. 5312 (Wasco County) as of March 20, 1960. The figures which you gave us, however, were for the period January 5, 1960, so on April 12 we wrote you, asking for the amount earned but unpaid on this contract and the retainage withheld as of March 5, 1960 and, since this date is midway between your reporting period, we asked for the same information as of April 5, 1960.

We do not seem to have received your reply. At your convenience will you please assist us by providing the above information. Thank you for your assistance.

Very truly yours

S. W. Tanner
Bond Department

SWT:jm

RECEIVED
MAY 25 1960
FOR FILING

J [illegible] 74

5512

May 25, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is in reply to your letter of May 23 concerning Marshall Construction Co. Contract No. 5512.

This project was completed December 31, 1959, and was accepted by the Highway Commission January 28, 1960. Our Accounting Division informs us that the final estimate in the amount of $4,568.22 was mailed to the contractor April 7, 1960.

If we may be of further assistance, please call on us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

May 23, 1960

Oregon State Highway Commission
Highway Building
Salem, Oregon

Attention: Mr. C. W. Head

Re: Marshall Construction Co. #5512
Box 1032 - Hermiston, Oregon

Ruth
Please get info. from Bridge
C.H.

Gentlemen:

On April 6, 1960 we sent you our form for verifying the amounts owing to the captioned contractor on Contract No. 5512 (Wasco County) as of March 20, 1960. The figures which you gave us, however, were for the period January 5, 1960, so on April 12 we wrote you, asking for the amount earned but unpaid on this contract and the retainage withheld as of March 5, 1960 and, since this date is midway between your reporting period, we asked for the same information as of April 5, 1960.

F. E. [illegible]

Completed 12-31-59

Accepted 1-28-60

We do not seem to have received your reply. At your convenience will you please assist us by providing the above information. Thank you for your assistance.

Very truly yours

S. W. Tanner

S. W. Tanner
Bond Department

SWT:jm

RECEIVED
MAY 24 1960
OREGON
STATE HIGHWAY COMMISSION

PUBLIC OFFICIAL BONDS 1960 THE UNITED PACIFIC WAY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
MAY 24 1960
FOR FILING

I-80N 3(11)74

55/2

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

May 19, 1960

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query

Gentlemen: OB 60-49047 - Marshall Construction Company -
State Highway Commission - Salem, Oregon

Thank you for your letter of May 12, 1960 in which you advise us concerning the claim presented through your office by the Hiway Ready Mix, Inc. of Portland against Marshall Construction Company. We are investigating the matter for further details.

Very truly yours,

H. Reints
Henry F. Reints
Claims Department

HFR:db

RECEIVED
MAY 2[illegible] 1960
[illegible]

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
MAY [illegible] 1960
FOR FILING
I 80N-3(11)74

5512

May 18, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated May 13, 1960, from the Secretary of State that Hiway Ready Mix, Inc., Portland, claim in the amount of $3,952.13 against Marshall Construction Company, Hermiston, has been filed in his office, his file No. 3704.

This is in connection with State Highway Contract No. 5512. A description of this claim was outlined to you in our letter of May 12.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

1859

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 13, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Query:

We have received from Frank McClure, Accountant, c/o Hiway Ready Mix, Inc., 7321 S. E. King Road, Portland 22, Oregon, and filed as of this date, a notice of claim by same for the delinquent account in the amount of $3,952.13 against Marshall Construction Company, P. O. Box 1032, Hermiston, Oregon, principal and United Pacific Insurance Company, surety for the Taylor Subdivision grade separation widening and Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County. State Highway Contract No. 5512.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

R[illegible]D
MAY 1[illegible] 1960
[illegible]

SANDY, OREGON
Box [illegible]
Phone [illegible]

JOHN DAY DAM SITE

THE DALLES, OREGON
Box 762
Phone CY. 6-3064

HIWAY READY MIX, INC.
PHONE PR. 5-4345 · 7331 S. E. KING ROAD
PORTLAND 22, OREGON

President, G. G. Redwine
Vice President, Glenn Onion
Sec.-Treas. Lawrence Garside

May 5, 1960

Oregon Highway Commission
State Bridge Construction
Bonding Department
Salem, Oregon

Re: Marshall Construction Co.
Contract No. 5512
Bond No. 49047
Chenoweth Creek Bridge

Gentlemen:

We wish to lodge a claim for the deliquent account, in the amount of $3,952.13 against Marshall Construction Company, P.O. Box 1032, Hermiston, Oregon, Bond number 49047.

Attempts have been made by both the bonding company "United Pacific Insurance Company", and us by registered mail and telephone with no results to date.

Very truly yours,

HIWAY READY MIX, INC.

Frank McClure

Frank McClure
Accountant

FM

cc: United Pacific Ins. Co.

Henry Marshall

File #3704

FILED
MAY 13 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 13 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 6 1960
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
MAY 13 1960

FOR FILING
I-80N-3(1)-94

May 12, 1960

Hiway Ready Mix, Inc.
7321 S. E. King Road
Portland 22, Oregon

Attention: Mr. Frank McClure
Accountant

Gentlemen:

This is to acknowledge receipt of your claim letter of May 5 informing us that Marshall Construction Co., Hermiston, owes you an amount of $3,952.13 in connection with State Highway Contract No. 5512. This appears to be in connection with Marshall Construction Co. contract for the Taylor Subdivision grade separation widening and Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

This project was completed December 31, 1959, and accepted by the State Highway Commission on January 28, 1960.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. This will protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
de

RECEIVED
MAY 13 1960
FOR FILING

May 12, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated May 5, has been received from Hiway Ready Mix, Inc., Portland, advising that Marshall Construction Co., Hermiston, owes them an amount of $3,952.13. This appears to be in connection with State Highway Contract No. 5512 for the Taylor Subdivision grade separation widening and the Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of the letter.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Marshall Construction Co.
P. O. Box 1032
Hermiston, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD

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RECEIVED
MAY 13 1960
FOR FILING

[illegible]

5512

May 12, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $3,952.13, received from Hiway Ready Mix, Inc., Portland, against Marshall Construction Co., Hermiston, in connection with State Highway Contract No. 5512. The letter is dated May 5.

This appears to be in connection with the Marshall Construction Co. contract for the Taylor Subdivision grade separation widening and Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

CANBY, OREGON
Box 328
Phone 2508

JOHN DAY DAM SITE

THE DALLES, OREGON
Box 762
Phone CY. 6-2064

HIWAY READY MIX, INC.
PHONE PR. 5-4345 - 7321 S. E. KING ROAD
PORTLAND 22, OREGON

PRESIDENT, O. C. REDWINE
VICE PRESIDENT, GLENN ONION
SEC.-TREAS. LAWRENCE GARSIDE

May 5, 1960

Oregon Highway Commission
State Bridge Construction
Bonding Department
Salem, Oregon

Re: Marshall Construction Co.
Contract No. 5512
Bond No. 49047
Chenoweth Creek Bridge

Gentlemen:

We wish to lodge a claim for the deliquent account, in the amount of $3,952.13 against Marshall Construction Company, P.O. Box 1032, Hermiston, Oregon, Bond number 49047.

Attempts have been made by both the bonding company "United Pacific Insurance Company", and us by registered mail and telephone with no results to date.

Very truly yours,

HIWAY READY MIX, INC.

Frank McClure

Frank McClure
Accountant

FM

cc: United Pacific Ins. Co.

Henry Marshall

RECEIVED
MAY 6 1960
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

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FOR FILING

[illegible] 14

5572

April 15, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is in reply to your letter of April 12 concerning the status of Marshall Construction Co. Contract No. 5512.

This project was completed December 31, 1959 and accepted by the Oregon State Highway Commission January 28, 1960.

The total amount paid on this contract was $79,941.72. There was a retainage of $4,568.22. This amount was paid on the final estimate dated March 14, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

April 12, 1960

Oregon State Highway Commission
Highway Building
Salem, Oregon

Re: Marshall Construction Co.
Box 1032 - Hermiston, Oregon

Gentlemen:

Recently we wrote to you requesting the amount which was earned by the above contractor on Contract No. 5512 (Wasco County) as of March 20, 1960. The figures which you gave us, however, were for the period ending January 5, 1960. At your convenience will you please advise us the amount earned but unpaid and the retainage as of March 5, 1960 and also as of April 5, 1960.

Thank you for your assistance.

Very truly yours

S W Tanner
S. W. Tanner
Bond Department

SWT:jm

CONTRACT 5512

Completed: 12-31-59
Accepted 1-28-60

Paid: $75,373.50
Retained: 4,568.22 paid on final estimate 3-14-60
Total Amount: $79,941.72

RECEIVED
APR 13 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 25 1960

~~FOR FILING~~

I 80N-3(11)74

5512

A

March 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5512 for the Taylor Subdivision Grade Separation widening and the Chenoweth Creek Bridge widening on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County was completed by the contractor, Marshall Construction Co., on December 31, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $4,568.22 will be released to the contractor on of after April 4, 1960. The total contract amount is $79,941.72, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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[illegible] 1959
FOR FILING

When replying, refer to
I-80N-3(11)74 08-35.4

408 State Highway Bldg.
Salem, Oregon

September 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(11)74
Rowena-Chenoweth Creek Section
Columbia River Highway
Order for State Force Work
No. 1 - Supplemental
Seeding, Mulching, Wire Netting
Estimated cost, $4,275.00
Federal Funds $3,800.00

Dear Sir:

Reference is made to your letter dated September 10, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

A

RECEIVED
JUL 28 1959
FOR FILING

F [illegible] 3(11)74

5512

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1959

Marshall Construction Company
Box 1032
Hermiston
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5512, awarded July 2, 1959, for the Taylor Subdivision Grade Separation and Chenoweth Creek Bridge widening on Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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JUL - 3 1959
FOR FILING

CW

5512

July 2, 1959

Marshall Construction Company
P. O. Box 1032
Hermiston, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5512 for widening the existing structures to 4-lane width on the Rowena-Chenoweth Creek Section on the Columbia River Highway in Wasco County.

This award was based on your bid of $81,220 which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

A

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FOR FILING

I-80N-3(11)74

5512

When replying, refer to:
08-33.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5512 for Oregon Project I-80N-3(11)74, Rowena-Chenoweth Creek Section (Bridge Widening), to Marshall Construction Company of Hermiston, Oregon, low bidder in the amount of $81,220.00 at the June 16, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig
Baxter

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FORREST COOPER

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FOR FILING

I 80N-3(--)74

5512

When replying, refer to:
08-35.8-DA

408 State Highway Bldg.
Salem, Oregon

June 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(--)74, Rowena-Chenoweth Creek Sign Installation

Dear Sir:

Preliminary plans for the Rowena-Chenoweth Creek sign installation have been reviewed by this office and our Regional office. Your covering letter, dated May 29, 1959, indicated your reasons for omitting the "Yield Right of Way" signs. Our Regional office has made the following comments:

> "The Provisions of the AASHO Interstate Sign Manual are to be followed without deviation. The special AASHO Committee has authority to make interpretation rulings. We assume the State has contacted this Committee.
>
> "Our function is to see that the Sign Manual is observed. If it is necessary to hold the project in abeyance until a ruling is received from the AASHO Committee you should do so."

We suggest that you contact the AASHO Committee, as suggested by our Regional office, for an early ruling. Otherwise, we have no alternative but to withhold approval of signing projects that do not comply with the AASHO Manual.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Crandall

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
FOR FILING

When replying, refer to:
I-80N-3(11)74 08-35.6
5512

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-3(11)74, Taylor Subdivision grade separation widening and Chenoweth Creek bridge widening on Rowena-Chenoweth Creek Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Very truly yours,

Polk

C. G. Polk
Division Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

F-109(2) Shingle House Slough-Davis 1959
F-172(2) Slough Struc., Grad. & Pav.
#5513

RECEIVED
1960
FOR FILING
1-10-61
[illegible]
5513

December 22, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5513 for construction of the Shinglehouse Slough Bridge and Davis Slough Overcrossing on the Shinglehouse Slough Section of the Oregon Coast Highway in Coos County was completed by the contractor, Tom Lillebo Const. Co., on August 29, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $4,135.23 will be released to the contractor on or after December 30, 1960. The total contract amount is $130,219.05, of which amount $1,185.21 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Tom Lillebo Const. Co.,
Box 365
Reedsport
Oregon

RECEIVED
OCT [illegible] 1960
FOR FILING
1 119 (a)
1 12 (a)
5513

October 12, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Tom Lillebo Construction Co., on contract #5513 for construction of the Shinglehouse Slough Bridge and the Davis Slough Overcrossing on Shinglehouse Slough Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $6,443.28, will be released to contractor on or after October 22, 1960. The retained percentage is $3,862.84.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co., Inc.,
603 Panama Bldg.,
Portland, Oregon

Form E-1—(Rev.)—

7 . 109 (9)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1960

Section Shinglehouse Slough-Davis Slough

Kind of work Structure, Grading, Paving

Highway Oregon Coast County Coos

Section prefix 6-1081

Contractor Tom Lillebo Construction Co.

Contract number 5513

Date of contract July 2, 1959

Specified work days 220

Date work started , 19

Work days used 140

Project authorization $ 151,354.13

Exclusive of engineering $ 140,591.17

Per cent of time elapsed 65 %

Estimated cost of completed project, exclusive of engineering $ 136,016.17

Estimated per cent ~~overrun or~~ underrun 1.8 %

Per cent of contract completed, based on estimated cost (Grading Items) 100 %

Engineering authorization $ 10,762.96

Engineering cost to date $ 1,558.34, 14 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Contractor has completed all grading items.

Two men worked Thursday cleaning up material left from detour road at North end of project.

NOTED

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1960

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NOTED

C. E. PAULSEN

Signed B. D. Johnson B. D. Johnson

Address Box 496 North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE (MATERIALS)~~	OIL AND BITUMINOUS MACADAM	PAVING
			BORROW		
Miles in project	0.08	0.08			0.08
Miles partially completed	0.08	0.08			0.08
Miles completed	0.08	0.08			0.08
Total estimated quantities (contract)	280	1,210	820		340
Total quantities corrected to date	211	465	187		368
Estimated quantities moved or placed to date	211	465	187		368
Average daily quantities	1	3	1		2
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Scoop. . ....1...., D. Tr. ....1...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

1

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[illegible] 1960

FOR FILING

F-109(9)
F 172(9)
5513

July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Davis Slough Overphase
F-109(9)

Dear Sir:

On July 25, you returned Order for Extra Work No. 2 on the above project without approval, on the grounds that the work covered should have been done at the cost of the contractor. You cited certain articles in both the roads and bridge specifications as bases for this ruling.

This is a bridge contract and so far as the contractor to whom the extra work order was issued is concerned, the contract is not tied to the standard highway specifications. In the articles referred to in the bridge specifications, Article 2.1.1 is a general specification and does not refer to backfilling of bridge ends. The only backfilling referred to in this specification is around coffer dams and cribs. Article 2.1.8 provides how the backfilling should be done without reference to any payment for it.

The pertinent article is Article 2.1.12, which in the sixth paragraph reads as follows: ***shall include the cost of backfilling in a compacted condition an amount of material equal to the amount of excavation. Any backfilling required in excess of the amount excavated will be paid for as extra work unless a price for the extra backfill is included in the contract.***. In this particular case, the bridge contractor made no excavation at the end of the structure, and, therefore, insofar as he is concerned, any backfilling which was done is extra work.

You also refer to articles in the roads specifications, which would indicate that you perhaps had some thought in mind that the grading contractor on this section should have been held responsible for the backfilling. Article 2.4.1 is a general specification, making no mention of backfilling. Under Article 2.4.16, it is specified that backfilling be extended under the decks of the structure to such an extent as the engineer may direct, normally to a point allowing a 1½:1 slope projected downward at the bridge end as the finished grade intersects the bottom of the girders or deck. In this case, the bridge ends in a cut. The grading contractor made the excavation to the subgrade, as shown on the plans. We then directed him to proceed below the subgrade and excavate sufficiently deep so that the bridge structure could be built without further excavation. This is beyond the requirements of his contract, and the backfilling which is covered by the order was to replace the material excavated below subgrade. Certainly the grading contractor could not be expected to return and do this backfilling at his own cost.

I believe your ruling was made on the basis of erroneous understanding of the conditions, and I am returning herewith the copies of this extra work order, asking your further consideration and approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM CD-121
(9-22-59)

UNITED STATES [illegible]ERNMENT

Memorandum

U.S. D[illegible]RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 25, 1960

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project F-109(9)
Davis Slough Section
Oregon Coast Highway
Order for Extra Work No. 2

The above mentioned extra work order is returned herewith.

You are to be commended in effecting a saving in the cost of the project, but under the general specifications, both grading and bridge, we cannot authorize the expenditure of Federal Funds for work which is clearly the responsibility of the contractor.

This action is based upon Division 2, Section 4, Articles 2.4.1, and 2.4.16 of the Standard Specifications for Highway Construction and upon Division 11, Section 1, Articles 2.1.1, 2.1.8, and 2.1.12 of the Standard Specifications for Highway Bridge Construction.

Attachments

Poxson

RECEIVED
JUL 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-129-X 50M 6-50

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 21, 1960

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

Re: Order for Extra Work No. 2
Davis Slough Overcrossing
Contract No. 5513
F.A.P. No. F-109(9)

Attached please find Extra Work Order No. 2 in the amount of $491.99 for extra work done on the subject job. The circumstances requiring this extra work are as follows:

A grading contract to the Coos Bay Dredging Company was let previously for the road work through this section of the Oregon Coast Highway. At the site of the structure the "C" line crosses over the "D" line to separate traffic between the existing and new Oregon Coast Highways. At this point both the "C" line and the "D" line are in cut sections necessitating a superimposed cut upon a cut at a very acute angle. The grading contractor, under his contract, was required to make the excavation to subgrade levels on both the "C" and the "D" lines. Because of the extreme skew at the crossing, the 275-foot long structure extends over and beyond the intersection of the cut slope from the "D" line and the subgrade level of the "C" line. The structure is a three-span box girder with a structural depth of 4'9". In order to build the structure excavation over the area of the box girder extending beyond the intersection of the "D" line,&cut slope with the "C" line subgrade had to be made. Bridge specifications would pay the structural contractor for excavation over this area one foot below the bottom of the box girder with any additional depth necessary for construction purposes at the expense of the contractor.

The unit bid price for structural excavation was $6 a cubic yard. In order to eliminate the large volume of general excavation which was necessary for the construction at $6 a yard, the general grading contractor excavated this material with his large equipment at his unit bid price for roadbed excavation of $.50 per cubic yard. This excavation was carried approximately to the bottom of the end caps of the structure. Upon completion of the structure it was then necessary to backfill and compact the roadbed section immediately outside the end of the bridge to subgrade level.

As this portion of the excavation had been taken out of the hands of the structural contractor, he could not be required to replace it under the specifications. The Extra Work Order is for the compaction only of the material immediately adjacent to the bridge ends; the material being furnished by the grading contractor and pushed into place by the equipment of the bridge contractor, at which time it was compacted. Paragraphs 2.1.8 and 2.1.12 of the general bridge specifications are applicable to this subject matter.

Because of the volume of general excavation necessarily removed for bridge construction, a considerable saving in overall cost of the project was achieved by the method described above, and on this assumption, we ask that you cooperate in the Extra Work Order.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

cc: Mr. J. W. Nash-w/ att.

Contract No. 5513 8 14 59 A

Monthly Transaction No. RECEIVED AUG 17 1959 84	Fo[illegible]-2 (9-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
		County **Coos**
Project Report No. 6	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-172(9)**

F-109(9)
F-172(9)
5513

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Shingle House Slough Section (approx. 2.8 miles south of Coos Bay)**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	3-26-59	----
Rights-of-Way		
Construction	5-29-59	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 63,036	Federal funds $ 38,900

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ~~XX~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Shinglehouse Slough Section, Project No. F-172(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Shinglehouse Slough Section, Project No. F-172(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. F-172(9)

SHINGLEHOUSE SLOUGH SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1959

Type Code P. E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code 6201
Roadway (Sta. 172+00 to Sta. 178+50)(Contract No. 5513)

Removal of Pavement	110	sq. yds.	$ 0.50	$ 55.00
Special Borrow Excavation, Unclassified	820	cu. yds.	1.50	1,230.00
General Excavation, Unclassified	280	cu. yds.	1.00	280.00
Metal Guard Rail	100	lin. ft.	3.50	385.00
Salvage and Reinstall Guard Rail	480	lin. ft.	2.50	1,200.00
Portable Traffic Barrier	1,200	lin. ft.	3.65	4,380.00
Course Crushed Material in Base	1,000	cu. yds.	4.50	4,500.00
3/4" - 0 Material in Base	210	cu. yds.	5.00	1,050.00
Sprinkling	30	M-gals.	5.00	150.00
3/4" - 0 Material in Binder Course	10	cu. yds.	10.00	100.00
RC-3 Asphalt	2	tons	100.00	200.00
Class "B" Asphaltic Concrete	340	tons	11.00	3,740.00
Extra for Paving Approaches	2	only	50.00	100.00
				$ 17,370.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
	Subtotal			$ 17,870.00
	10% Engr. & Cont.			1,787.00
		Total		$ 19,657.00

Type Code X021
Shinglehouse Slough Bridge (Sta. 174+30.50 to Sta. 175+95.50)
(Contract No. 5513)

Remove Old Bridge	All Required			$ 3,300.00
Furnish Timber Piling	4,095	lin. ft.	$ 0.80	3,276.00
Furnish Treated Timber Piling	1,260	lin. ft.	1.35	1,701.00
Drive Piles	63	only	67.00	4,221.00
Treated Timber in Place	8	M-FBM	370.00	2,960.00
Class "A" Concrete	All Required			15,663.00
Metal Reinforcement	All Required			7,365.00
8-inch Metal Drain Pipe	10	lin. ft.	4.00	40.00
	Subtotal			$ 38,526.00
	10% Engr. & Cont.			3,852.60
		Total		$ 42,378.60

Length of Roadway - - - - - - - - - - - 0.092 Mile
Length of 1 Structure - - - - - - - - - 0.031 Mile
Total Length - - - - - - - - - - - - 0.123 Mile
Cost of Roadway Per Mile- - - - - - - $213,663.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	19,657.00	12,100.00	7,557.00
Structure	42,378.60	26,200.00	16,178.60
	$ 63,035.60	$ 38,900.00	$ 24,135.60

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. F-172(9)

SHINGLEHOUSE SLOUGH SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 172+00 to Sta. 178+50)

Removal of Pavement	110 sq. yds.	$ 0.60	$ 66.00
Special Borrow Excavation, Unclassified	820 cu. yds.	1.50	1,230.00
General Excavation, Unclassified	280 cu. yds.	1.00	280.00
Metal Guard Rail	110 lin. ft.	4.00	440.00
Salvage and Reinstall Guard Rail	480 lin. ft.	2.00	960.00
Portable Traffic Barrier	1,200 lin. ft.	4.50	5,400.00
Course Crushed Material in Base	1,000 cu. yds.	3.75	3,750.00
3/4" - 0 Material in Base	210 cu. yds.	4.00	840.00
Sprinkling	30 M-gals.	3.00	90.00
3/4" - 0 Material in Binder Course	10 cu. yds.	5.50	55.00
RC-3 Asphalt	2 tons	85.00	170.00
Class "B" Asphaltic Concrete	340 tons	8.50	2,890.00
Extra for Paving Approaches	2 only	35.00	70.00
			$16,241.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$16,741.00
	10% Engr. & Cont.		1,674.10
	Total		$18,415.10

Type Code X021
Shinglehouse Slough Bridge (Sta. 174+30.50 to Sta. 175+95.50)

Remove Old Bridge	All Required	$	$ 5,000.00
Furnish Timber Piling	4,095 lin. ft.	1.00	4,095.00
Furnish Treated Timber Piling	1,260 lin. ft.	1.25	1,575.00
Drive Piles	63 only	60.00	3,780.00
Treated Timber in Place	8 M-fbm	375.00	3,000.00
Class "A" Concrete	All Required		17,025.00
Metal Reinforcement	All Required		8,316.00
8-inch Metal Drain Pipe	10 lin. ft.	4.00	40.00
	Subtotal		$42,831.00
	10% Engr. & Cont.		4,283.10
	Total		$47,114.10

Length of Roadway - - - - - - - - 0.092 Mile
Length of 1 Structure - - - - - - 0.031 Mile
Total Length- - - - - - - - - - - 0.123 Mile
Cost of Roadway Per Mile- - - - $200,164.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	18,415.10	11,300.00	7,115.10
Structure	47,114.10	29,100.00	18,014.10
	$66,529.20	$41,000.00	$25,529.20

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AUG 6 - 1959
FOR FILING

F-109(9)
F-172(9)
5513

August 6, 1959

Tom Lillebo Construction Company
Box 365
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5513, awarded July 2, 1959, for Shinglehouse Slough Bridge and Davis Slough Overcrossing construction on the Shinglehouse Slough Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

F 109 (9)
F 172 (9)
5513

[illegible]

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5513 for Oregon Project F-109(9), Davis Slough Section, Oregon Coast Highway (Undercrossing Structure), to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the total amount of $134,437.00 for this project and Project F-172(9) at the June 16, 1959 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Porter

RECEIVED
JUL 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL - 3 1959
FOR FILING

[illegible]
[illegible]
[illegible]

July 2, 1959

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5513 for structures, grading and paving on the Shingle House Slough-Davis Slough Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $134,437.00, which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
I. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

F-109(9)
F-172(9)
5513

When replying, refer to:
08-35.6

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-109(9), Davis Slough Undercrossing, Davis Slough Section, Oregon Coast Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED

NOTED

NOTED

RECEIVED

OC

R

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

F-109(9)
F-172(9)
5513

When replying, refer to:
08-35.6

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-172(9), Shinglehouse Slough Section of the Oregon Coast Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

Porter

~~REFERRED TO~~
NOTED
~~BY DEPUTY STATE HIGHWAY ENGINEER~~

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

S-410(1) Forest Bdry.-Lake Co. Line 1959
Sec. (Grad. & Surfacing)
#5514

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED H.S. COX

NOTED C. G SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9/7/60	ce 642		516-1087-297

Klamath County
Klamath Falls, Oregon

Attn: County Court

INVOICE NUMBER 66504

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Forest Boundary-Lake County Line Section, FAS 852. Covered by agreement dated June 18, 1959.			
Original advance deposit	$31,300.00		
Less amount previously transferred	26,300.00		
Balance in advance deposit			$5,000.00
County share costs as per attached statement	$29,603.39		
Less amount previously transferred	26,300.00		
			3,303.39
To be retained			$1,696.61

ACKN[illegible] REQUEST
Cash Re[illegible] ----------
By ----------

A 150 (REVISED 7-60)

NOTED
C. G. SWENSON

August 17, 1960

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Final costs are now available for the Forest Boundary-Lake County Line Section, Contract #5514, on FAS 852, as shown in the attached cost statement. In accordance with an agreement signed June 18, 1959, a refund of $1,704.71 is due the county in connection with this project. This refund is being held and has been applied on the advance deposit for the K.I.D. "A" Canal Bridge on FAS 686. This refund plus the cash advance deposit of $6,650 will make a total advance deposit of $8,354.71 for the K.I.D. "A" Canal Bridge.

See contract 5783

I trust this explanation clarifies your questions of August 11.

Letter in FAS 686 file

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

Contract 5514 7-5-60 A

Monthly transaction number 7-2	Form [illegible]2A (5-[illegible]1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number S-410(1) 5514	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Klamath
		Project number S-410(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 24**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **154,789**
Revised Federal funds	$ **95,146**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **July**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

June 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Forest Boundary-Lake County Line Section, Project No. S-410(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

RECEIVED [illegible] 5514

Monthly Transaction No. 7-124	For -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Klamath**
Project Report No. S-410 3 (1)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-410(1)**

5514 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Klamath Indian Reservation Bdry. to Lake County Line.

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**12-24-58**	**4.9**
Other (*Specify*)		

FUNDS

Estimated total cost of project $ **153,168**	Federal funds $ **94,700**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Forest Boundary-Lake County Line Section, Project No. S-410(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

R. L. Porter
Office Engineer

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Forest Boundary-Lake County Line Section, Project No. S-410(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid Secondary
Project No. S-410(1)

FOREST BOUNDARY-LAKE COUNTY LINE SECTION OF THE
SAND CREEK-SILVER LAKE ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code 2010
Roadway (Sta. 1623+78.93 to Sta. 1883+18)(Contract No. 5514)

Clearing and Grubbing	All Required		$ 35,000.00
Drainage Excavation, Unclassified	540 cu. yds.	$ 2.00	1,080.00
General Excavation, Unclassified	64,600 cu. yds.	0.40	25,840.00
Short Overhaul	176,300 yd. stas.	0.01	1,763.00
Long Overhaul	1,700 C-yd. stas.	0.50	850.00
Finishing Roadbed and Slopes	4.91 miles	600.00	2,946.00
12-inch Corrugated Metal Pipe	60 lin. ft.	3.00	180.00
18-inch Corrugated Metal Pipe	870 lin. ft.	4.00	3,480.00
24-inch Corrugated Metal Pipe	270 lin. ft.	6.00	1,620.00
36-inch Corrugated Metal Pipe	160 lin. ft.	12.00	1,920.00
78-inch Corrugated Metal Pipe	66 lin. ft.	40.00	2,640.00
Class "A" Concrete	84 cu. yds.	80.00	6,720.00
Metal Reinforcement	11,600 lbs.	0.25	2,900.00
Quarry-run Base, Grid Rolled	30,800 cu. yds.	1.10	33,880.00
Cinder Surfacing, Grid Rolled	15,300 cu. yds.	1.00	15,300.00
Sprinkling	1,200 M-gals.	2.50	3,000.00
			$139,119.00
Signing	All Required		125.00
		Subtotal	$139,244.00
		10% Engr. & Cont.	13,924.40
		Total	$153,168.40

Length of Roadway - - - - - - - - -	4.913 Miles
Cost of Roadway Per Mile- - - - -	$ 31,176.14

Federal Funds -	$ 94,700.00
State Funds -	29,234.20
County Funds- -	29,234.20
	$153,168.40

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

Funds For Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Klamath County with the Highway Department

Klamath Count

FAS 852^{18}

Contract 5514
S-410(1)

June 18, 1970

Mr. Earl Kessler
Courthouse
Klamath Falls, Oregon 97601

Reference Material
Forest Boundary-Lake County Line Section
Sand Creek-Silver Lake Road
Klamath County

Dear Mr. Kessler:

Enclosed is a copy of our R/W map #8B-11-19, a copy of the Forest Service Filing map #10C-33-10 and a copy of the reduced construction plans for this section. Also enclosed is a set of level notes covering this section.

In 1959 we sent the County copies of the R/W descriptions on this section but no deeds were returned. If these descriptions have been misplaced and you wish another copy we will be glad to make same and send them to you.

I hope this information will be of assistance to you. If there is any question, please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Planning Engineer

HR:lat

Encl.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
RICHARD BLADORN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

Forest Boundary - Lake County
Sec
Sand Cr - Silver Lake Road.

Sir

The Klamath County Engineering office apparently are conducting some work on the Sand Cr. - Silverlake Rd. They have found IP's on the route flagged with our posts as I understand it.

Earl Kessler has questioned our resident engineer, Eldon Dunn, for further information as to our survey.

Herewith are copies of maps; Construction plans revised as constructed, Location line R/w and filing map; also a copy of level circuit in area.

R/w donations were given the county in 1959. Our maps have no deed notations, therefore county must not have made copies for the State. Construction transit notes are on file downstairs, could not find location field

2

notes; assume they were turned over to Klamath County. The only location survey data found was the hard copy ~~a~~ revised as constructed; did not make a copy of this as information is available from the r/w print and the construction plan prints.

HACKLEMAN

A

RECEIVED

FOR FILING

June 15, 1960

FINAL COST ANALYSIS
Grading & Surfacing
Contractor: Babler Bros.
Resident Engineer: A. A. Fossen

Forest Boundary-Lake Co. Line Sec.
Contract No. 5514 S. 410 (1)

Sand Creek-Silver Lake Road

NOTED
5514 W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	35,000.00		8,652.12	35,000.00
*Drainage Excav., Unclass.	236.36	Cu. Yd.	2.00	1.93	455.24	472.72
*General Excav., Unclass.	73,849	Cu. Yd.	0.40	0.67	49,565.24	29,539.60
*Short Overhaul	166,680.8	Yd. Sta.	0.01	0.015	2,485.79	1,666.81
*Long Overhaul	1,216.7	C-Yd. Sta.	0.50	0.75	910.69	608.35
*Finishing R.B. & Slopes	5.41	Mile	600.00	571.80	3,093.41	3,246.00
**12" Corr. Metal Pipe	288	Lin. Ft.	3.00	2.33	670.00	864.00
**18" Corr. Metal Pipe	556	Lin. Ft.	4.00	3.16	1,760.26	2,224.00
**24" Corr. Metal Pipe	206	Lin. Ft.	6.00	4.86	1,001.47	1,236.00
**36" Corr. Metal Pipe	148	Lin. Ft.	12.00	9.80	1,448.96	1,776.00
**78" Corr. Metal Pipe	59	Lin. Ft.	40.00	35.22	2,078.15	2,360.00
Class "A" Concrete	79.42	Cu. Yd.	80.00	73.08	5,804.30	6,353.60
Metal Reinforcement	11,094.06	Lbs.	0.25	0.228	2,534.01	2,773.52
Quarry Run Base, Grid Rolled	23,535	Cu. Yd.	1.10	0.92	21,737.09	25,888.50
Cinder Surfacing, Grid Rolled	23,151	Cu. Yd.	1.00	0.81	18,742.28	23,151.00
**Sprinkling	651.1	M-Gal.	2.50	2.60	1,703.20	1,640.25
Force Account					984.95	1,327.48
Deduction: Liquidated Damages	1	Day				-125.00
					$123,627.16	$140,002.83

* Jack Robinson & Sons, Inc., Subcontractor
** Babler Bros., and Robinson & Sons

Final Cost Analysis - Contract No. 5514
Forest Boundary-Lake County Line Section

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Babler Bros.	89,385.95	56,978.92	32,407.03		32.25	
Robinson & Sons	50,616.88	66,648.24		16,031.36		31.67
	$ 140,002.83	$ 123,627.16	$ 16,375.67		11.70%	

DETAIL OF COSTS - Contract No. 5514

Babler Bros.

Labor:				
Labor			$ 9,957.46	
Labor Insurance			713.35	
Health and Welfare			263.61	
Pensions			8.55	$ 10,942.97
Materials:				
Force Account Billings (Fall, bucking & hauling of logs)			236.06	
Royalty on Quarry Rock	23,535 Cu. Yds.	@ $0.05	1,176.75	
Royalty on Cinders Indain Service	7,779 Cu. Yds.	@ $0.05	388.95	
Royalty on Cinders Weyerhaeuser Co.	15,372 Cu. Yds.	@ $0.05	768.60	
12" Corr. Metal Pipe	288 Lin. Ft.	@ $1.92	552.96	
12" Bands	7 Each	@ $1.92	13.44	
18" Corr. Metal Pipe	556 Lin. Ft.	@ $2.63	1,488.58	
18" Bands	15 Each	@ $2.63	39.45	
24" Corr. Metal Pipe	206 Lin. Ft.	@ $4.22	869.32	
24" Bands	6 Each	@ $4.22	25.32	
36" Corr. Metal Pipe	148 Lin. Ft.	@ $8.53	1,262.44	
36" Bands	5 Each	@ $8.53	42.65	
78" Corr. Metal Pipe	59 Lin. Ft.	@ $30.27	1,785.93	
78" Bands	2 Each	@ $50.45	100.90	
Extra charge for Sloped ends on 78" Pipe			75.00	
Metal Reinforcement			2,534.01	
Class "A" Concrete			5,804.30	17,164.66
Equipment Rental & Miscellaneous Sipplies:				
Equipment Rental			24,127.75	
Gas, Oil and Grease			2,933.55	
Travel			512.45	
Freight			201.06	
Bond and Insurance			290.18	
Small Tools and Misc. Supplies			486.50	
Home Office and General Overhead			319.80	28,871.29
TOTAL COST				$ 56,978.92

DETAIL OF COSTS - Contract No. 5514

Jack Robinson & Sons Inc., Subcontractor

Labor:		
Labor	$ 20,708.81	
Labor Insurance	1,361.91	
Health and Welfare	597.14	
Travel Pay	100.23	$ 22,768.09
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental, Owned	31,339.76	
Equipment Rental, Hired	1,838.80	
Gas, Oil and Grease	5,842.22	
Explosives	3,477.65	
Bond	366.90	
Small Tools and Misc. Supplies	683.04	
Home Office and General Overhead	331.78	43,880.15
TOTAL COST		$ 66,648.24

Remarks - Contract No. 5514

This was a "Federal Aid Secondary Project" calling for the grading and surfacing of 4.91 miles of highway roadbed on the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County. The project was bid June 16, 1959, awarded July 2nd; work started June 22nd and was completed December 3, 1959. Final estimate was received April 6, 1960.

Jack Robinson & Sons, being the subcontractor on the clearing and grubbing, moved in and started clearing June 22nd decking the merchantable timber along the roadway and piling the material, to be burnt at a later date, off the roadbed proper. Robinson subcontracted the clearing and grubbing for $15,500. A good profit was made on this item.

The grading also being subcontracted to Robinson for the bid price, less 10%, got underway July 29th with the following equipment: two HD-20 tractors and dozers, one D-8 and dozer, one 105 and one 315 compressor, wagon drill, jackhammer, 3/4-yard shovel, two 6-yard dump trucks, two 15-yard A/C 2-wheel tractors and scrapers, one #12 blade, plus water truck and equipment used for maintenance. The contractor had considerable trouble with the excavation due to the solid rock encountered and large rock and boulders that had to be reshot in the ditch line and roadbed, slowing down progress considerably. With a low bid price and more rock encountered than the contractor anticipated he suffered a loss.

The prime contractor moved in two D-9's and dozers, one TD-24 and dozer, one D-8 and dozer, two rollers and nine hauling units into the rock quarry and cunder pit and started hauling quarry run base October 28th. One #12 blade and one 99M Austin Western blade were used on the roadway. The cunder haul was started November 3rd from the State controlled cinder pit. Approximately 7,779 cubic yards were placed on the road from this source and it was found to be too wet and dirty; therefore the contractor was stopped and moved to another source located on the Weyehaeuser Timber Company land with the same average haul and no increase in cost except the clearing and stripping which was done on force account. The hauling and placing of the base rock and cinders was completed November 28th. The completion of all work and cleanup was completed December 3, 1959.

The prime contractor, with good bid prices on the items of work he performed and the extra from the subcontractor, received a high profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
APR 14 1960
FOR FILING
S-410(1)
5514

April 13, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Babler Bros. Inc., on contract #5514 for grading-surfacing on the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $140,002.83, including the post-final payment of $122.96. Of the total, $1,327.48 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAR 2 1960
FOR FILING

2400

5514

March 2, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5514 for grading-surfacing the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County was completed by the contractor, Babler Bros. Inc., on December 3, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $4,991.49 will be released to the contractor on or after March 12, 1960. The total contract amount is $139,879.87, of which amount $1,327.48 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

FORM E-133 50M REVISED 2-58

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
DEAN SWIFT, DIVISION ENGINEER

BEND, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 5, 1960

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Judge C. H. Mack
Klamath County Judge
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Sir:

I am enclosing herewith copy of a letter from Mr. Conrad D. Shelland, Jr. of the Bureau of Indian Affairs having to do with some timber that it was necessary to cut in order to work the contractor's equipment in a cinder pit we were using under permit from the Klamath Indian Agency for use on the Forest Boundary-Lake County Line Section. [illegible]

In line with your telephone conversation of this date with the City and County Relations Division in Salem, and in accordance with our agreement with you dated June 18, 1959, covering construction of this project, I am forwarding this request for timber payment to your County Court for direct payment to the Bureau of Indian Affairs. The five cents per cubic yard royalty has been or will be paid by Babler Bros., contractors on this section. The part your County Court should pay would be the 6.83 M ft. B. M at $41.90, for a total of $286.18; .039 M ft B. M. at $4.00, amount $1.56, leaving a total of $287.74.

In transmitting payment to the Bureau of Indian Affairs, could you please furnish us a copy of the transmittal so that we can complete our files in this matter.

Very truly yours,

NOTED
JOHN D. GRAHAM

DEAN SWIFT
Division Engineer

DS:me
Encls.
cc: Mr. Conrad D. Shelland, Jr.
City and County Relations
Mr. Tom Edwards

RECEIVED
FEB 8 - 1960
[illegible]
COUNTY & [illegible]IONS

IN REPLY REFER TO:
Administration

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Klamath Indian Agency
Klamath Agency, Oregon

February 1, 1960

Certified Mail
Return Receipt Requested

Oregon State Highway Department

Bend, Oregon

Attention: Dean Swift
Division Engineer

Gentlemen:

There has been considerable controversy over Revocable Permit No. 792, approved February 6, 1959, to cover the removal of cinders from tribal land. The controversy concerns the cutting of timber by your sub-contractor on lands covered by the permit.

In discussing the issuance of this permit with the Tribal Council who passed a resolution authorizing the sale of cinders from the SW¼SE¼ Section 8, Township 29 South, Range 11 East, Willamette Meridian, Oregon, it was with the understanding that none of the trees would be cut from this property. The reason for this was that the area was being offered for sale and any removal of trees would require an adjustment in the value of this unit. Evidently the person who secured the permit for the State Highway Department was not aware of this factor. Our letter of November 20, 1959 informed you the permit did not provide for timber cutting and requested that no trees be cut around the pit. Timber was cut in spite of this request.

The revocable permit issued contains no stipulations for payments other than payment for the cinder material removed by the 15th of the month after the material is taken. In addition no mention is made of timber or the land. In light of these omissions we find it will be necessary to cancel the permit as of the date you receive this letter.

It will be necessary that immediate payment be made for the cinder material taken from the pit at the rate of .05¢ per yard, and that the scaled volume of timber shall be paid for at the appraised value per thousand ft. B.M. as set forth in our letter of December 14, 1959. However, we do not believe that the State Highway Department should be required to pay double the appraised value, but should pay $41.90 per M ft. B.M. for 6,830 board feet of ponderosa pine, and $4.00 per M ft. B.M. for 390 board feet of lodgepole pine. The total appraised value of the cut timber is $287.74.

In the event the State Highway Department wishes to continue to use this pit, we will be happy to discuss the issuance of another permit. Perhaps a visit to this office by personnel of your staff would be helpful in developing new permit stipulations and the conditions for taking cinders from this same pit. We suggest that a meeting be set up at your convenience.

We wish to further emphasize that this is your official notice of the cancellation of the above described permit effective on the date of receipt of this notice.

Sincerely yours,

Conrad D. Shelland, Jr.
Acting Officer in Charge

cc: PAO
Att'n: Realty

FORM E-123 90M REVISED 2-58

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
DEAN SWIFT, DIVISION ENGINEER

BEND, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Akers

February 4, 1960

RECEIVED
FEB 5 - 1960
ENGINEER
COUNTY & CITY

Mr. G. M. Upington
Construction Superintendent
Weyerhaeuser Company
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Sir:

In reference to width of right of way on the Sand Creek-Silver Lake Road, please be advised that the Highway Department did not request Mr. Rogers to acquire the 100 foot right of way rather than the 60 foot right of way as shown on the original plans.

In the course of construction we found we had to have some additional area for borrow, mainly in the Forest Service area and that part through Mr. Emery's land. We did get outside the 60 foot line for some material on Weyerhaeuser property. This was done at a place designated by the Weyerhaeuser Company and with their permission.

I see no reason to acquire the 100 foot mentioned by Mr. Rogers; inasmuch as Mr. Rogers told our engineer he was acquiring the 100 feet we set the right of way posts in accordance with his request. I suggest you ignore the right of way posts as set at present. Our survey crew will reset these posts as soon as the snow goes off next spring to the proper distance of 60 feet.

Very truly yours,

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. V. W. Bousquet
Mr. Harold G. Taylor
City and County Relations
Mr. A. A. Fossen

NOTED
JOHN D. GRAHAM

Weyerhaeuser Company

Klamath Falls Branch
Klamath Falls, Oregon

February 2, [illegible]

Oregon State Highway Commission
Bend, Oregon

Attention: Mr. Dean Swift, Div. Engineer

Gentlemen:

Last fall the then Klamath County Engineer, Mr. Rogers, called on us relative to the right of way for the Sand Creek-Silver Lake Road. It was Mr. Rogers' opinion that the width required for the right of way was 100 feet rather than the 60 feet that this Company granted. Since Mr. Rogers is no longer here I recently took this matter up with the Klamath County Court after some correspondence with our Tacoma Office. The Court had no knowledge of this request at that time.

It has recently come to our attention that the State crew has been staking this right of way as 100 feet wide. While this Company has no intention of refusing the necessary width, there are certain considerations to be clarified before the additional width of right of way could be taken as an accomplished fact. This is especially true where the relocation of our private truck road parallels the main road, for here the additional width will encroach on our road.

May we hear from you at your earliest convenience concerning this matter?

Yours very truly,

Construction Superintendent

G. M. Upington
bls

cc: Mr. V. W. Bousquet
Mr. Harold G. Taylor, Tacoma Office

Form E-1—(Rev.)—

[illegible]
5514

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

CONSTRUCTION DIVISION
RECEIVED
DEC 28 1959
NOTED-- ☐ ☑ ☐ ☐ ☐
ACE ACE

For Week Ending December 26, 1959

Section Forest Boundary-Lake County Line

Kind of work Grading and surfacing

Highway Sand Creek-Silver Lake Rd County Klamath

Section prefix 513-1087

Contractor Babler Bros Inc

Contract number 5514

Date of contract July 2-1959, 19

Specified work days 75

Date work started June 23, 1959

Work days used 76

Project authorization $156,649.50

Exclusive of engineering $145,509.98

Per cent of time elapsed 101.33 %

Estimated cost of completed project, exclusive of engineering . . . $140,151.30

Estimated per cent ~~overrun or~~ underrun . . . 3.78 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $11,139.52

Engineering cost to date $13,700., 1.23.0 %

Date project was completed December 3,1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	none	required

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Clearing and grubbing work on this project started on June 23 completed July 20. Permission to burn was not given until late in October. Grading work began July 29 and was completed November 21. Placing of pit run rock base started on October 28 and the cinder top November November 3. Placing of the pit run cinders from the designated pit was halted temporarily from Nov. 9 to Nov. 16 as the product from this pit seemed too soft and mushy. Arrangement with the Weyerhauser Timber Co., through ~~Prx~~ E.W.O.#2 was made to get ciner surfacing from one of their pits. All hauling and placing of the surfacing materials was completed on Nov. 25. Clean up of roadway and maintenance work completed on December 3. Pit clean up and equipment removal completed December 11.

NOTED

2

Semi-final estimate completed and submitted to the Bend Division Engineer on Dec. 23.

NOTED
C. E. PAULSEN

Final Report

Signed A. A. Jensen

Address Bx 151- Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Noted
A. N. Juve

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	* 5.41	* 5.41	includes Logging road		
Miles partially completed					
Miles completed	5.41	5.41			
Total estimated quantities (contract)	64,140	42,400 ~~72,659~~			
Total quantities corrected to date	73,659 63	46, 686			
Estimated quantities moved or placed to date	completed				
Average daily quantities 69 days	1,065	2592	18 days		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast	cold	
Monday	Overcast	lt snow	
Tuesday	"	"	
Wednesday	"	moderating Pm	semi-final submitted to Division office.
Thursday			
Friday			
Saturday			

RECEIVED
DEC 11 1959
FOR FILING
[illegible]
[illegible]

A

December 11, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros. Inc., a portion of the funds heretofore retained by the Commission on contract #5514 for grading-surfacing the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County.

This payment, in the amount of $44,261.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,171.81. The present payment will be released on or after December 21, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
DEC 11 1959
FOR FILING

[illegible]

5514

December 11, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros. Inc., a portion of the funds heretofore retained by the Commission on contract #5514 for grading-surfacing the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County.

This payment, in the amount of $44,261.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,171.81. The present payment will be released on or after December 21, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

December 11, 1959

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5514, Forest Boundary-Lake County Line Section of FAS 852, was completed December 3, 1959.

Under the terms of the agreement dated June 18, 1959, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm

NOTED
JOHN D. GRAHAM

RECEIVED
DEC - 9 1959
FOR FILING
S-410(1)

5514

December 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 3, 1959, on Contract No. 5514, Forest Boundary-Lake County Line Section, in Klamath County, in connection with Federal Aid Project No. S-410(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

[illegible]

FAS 852 County Klamath Contract No. [illegible]

Section

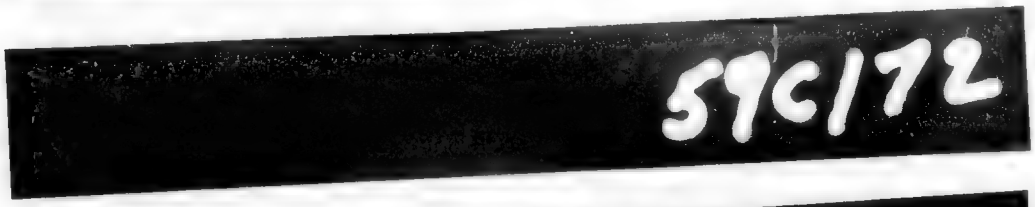
Location 58C-77 } [illegible]

58C-78 } [illegible]

58C 79 } [illegible]

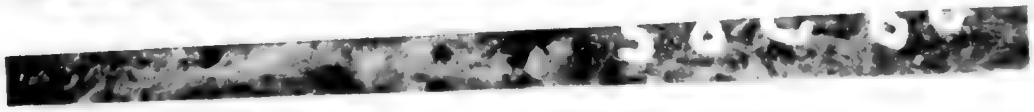
58C-80 } [illegible]

59C171

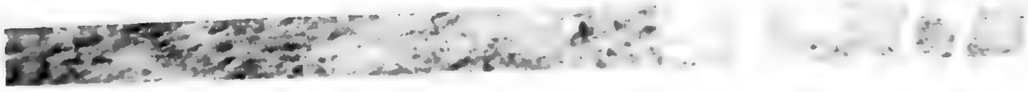


59C172

59C170



58C80



58C78

58C77

[illegible]

[illegible] 7 [illegible] 9

FAS 852 **County** Klamath **Contract No.** [illegible]

Section

Location 58 C-77 } Sta [illegible] S E [illegible] N

58 C-78 } [illegible]

58 C 79 } [illegible]

58 C 80 } [illegible]

59C172

59C170

51

FAS 852 County Klamath Contract No. [illegible]

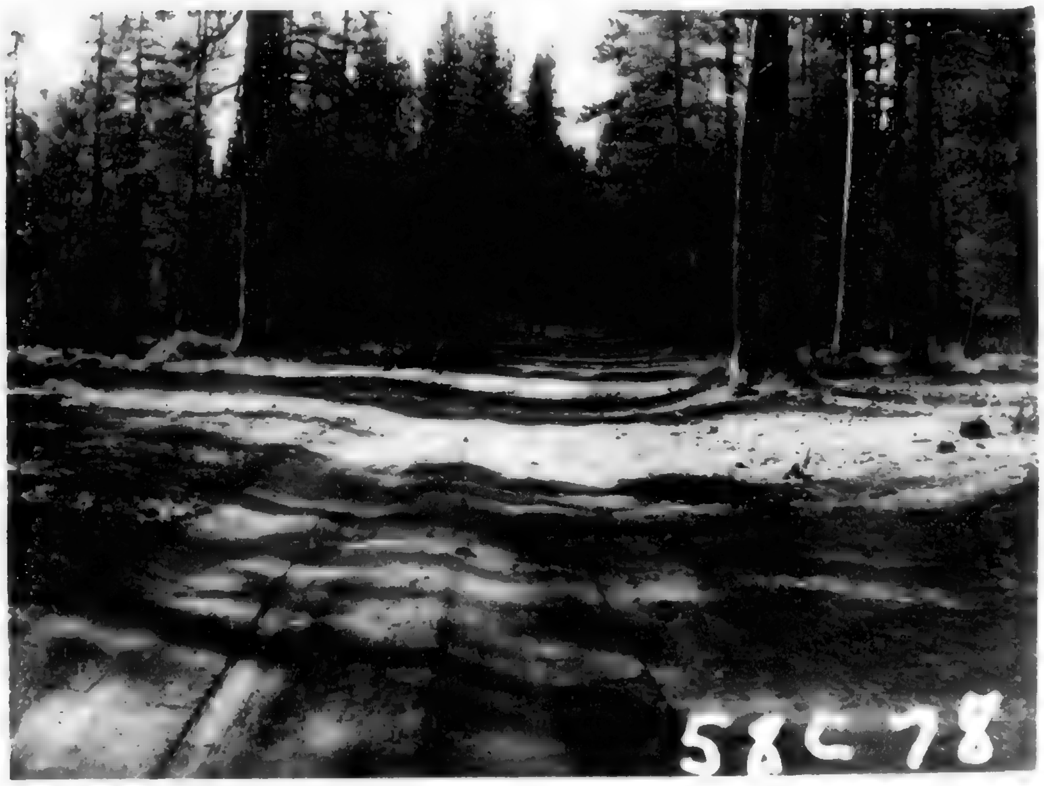
Section

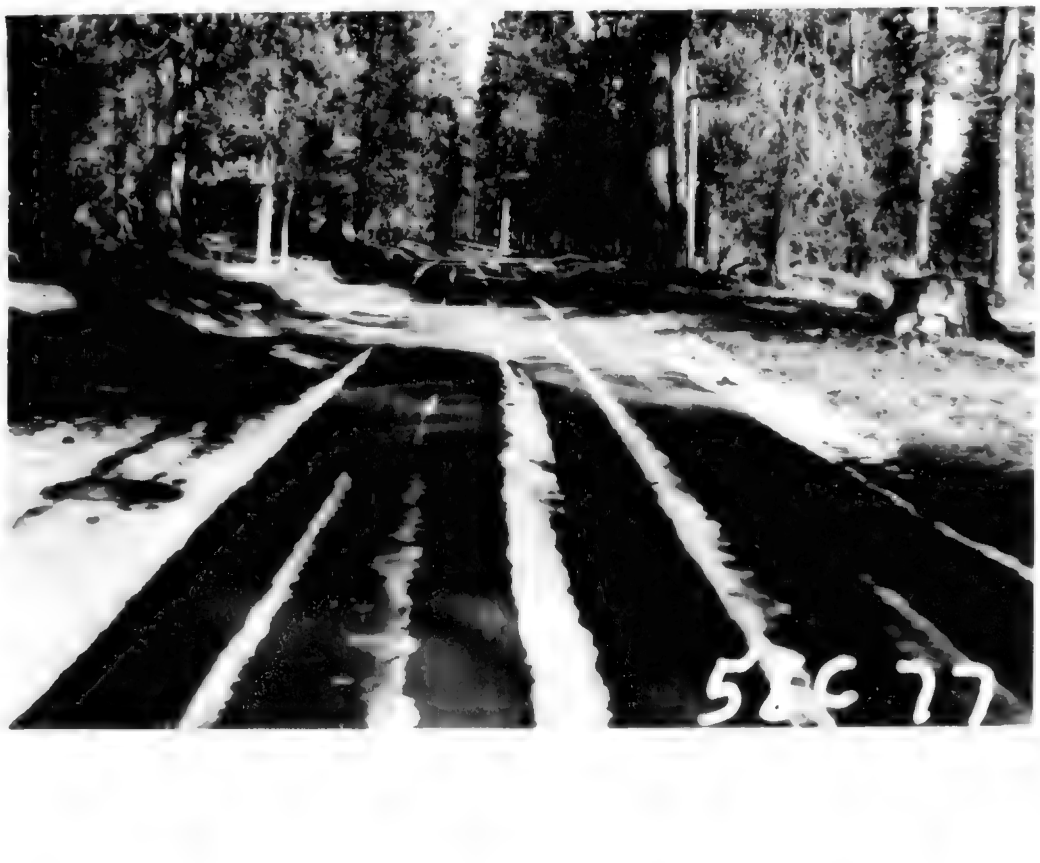
Location [illegible]

FAS 852 County Klamath Contract No.

Section

Location





RECEIVED
NOV 23 1959
FOR FILING

[illegible]

[illegible]

A

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering clearing and stripping a new cinder pit on the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County, Contract No. 5514, in connection with Federal Aid Project No. S-410(1).

The cinder pit specified in the contract has proved unsatisfactory for use, having a P. I. of about 15%.

The new source is under lease by the State from the Weyerhaeuser Timber Company. This order is to cover the clearing and stripping the new pit. The average haul will be the same as from the original pit and no increase in Contract Cost will result.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sm

Enc.

NOTED

xxxxxxxxxxxxxxxxxxxx

NOTED
V. R. JONES

[illegible]

October 27, 1959

Mr. W. D. Rodgers
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Mr. Rodgers:

As per your request, enclosed are four copies each of revised option forms covering right-of-way for the Forest Boundary-Lake County Line Section of FAS 852. The descriptions on these options have been revised to show a minimum 100' right-of-way width (50' each side of center line). Also being forwarded under separate cover are three prints of a right-of-way map showing the parcels described.

Descriptions covering a minimum 100' right-of-way were originally forwarded Mr. Canton who was county engineer at that time. At Mr. Canton's request, these original descriptions were revised to show a minimum 60' right-of-way which was the basis upon which Mr. Canton negotiated the right-of-way.

It is my understanding that the use permit obtained from the Forest Service was also based on a minimum 60' right-of-way. If, as you have previously advised, they are willing to change this to 100' minimum it is suggested you have the use permit changed accordingly. After the permit has been changed, please forward a copy to this office and we will prepare revised maps through the Federal forest lands in accordance with the revised permit.

It would also be appreciated if you would advise this office when you have completed negotiations for the additional right-of-way as described in the enclosed options.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1959

SUBJECT: OPTIONS
Forest Boundary--Lake County Line
Sand Creek-Silver Lake Road
Klamath County

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 2 revised option forms in quadruplet covering right of way to be acquired in connection with the Forest Boundary-Lake County Line Section of the San Creek-Silver Lake Road in Klamath County.

We are forwarding under separate cover 3 prints of Map No. 8B-11-19 covering this area and bearing our date of October 22, 1959.

File No.	Name	Area		
29164	Weyerhaeuser Timber Co.	2.78	Acres	P 1
		10.70	"	P 2
		4.93	"	P 3
		3.16	"	P 4
		1.84	"	P 5
		4.36	"	P 6
		1.48	"	P 7
29165	Esther G. Emery	10.8	"	

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Rev. Options

cc: Dean Swift

Harold Brainerd

NOTED
John F. Hagemann

FORM E-30X 80M 7-50 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1959

NOTED
Harold C. Ayers

SUBJECT: File Nos. 29164 - 29165
Forest Boundary-Lake County Line Sec.
Sand Creek- Silver Lake Road
FAS 952, Klamath Co

To: Tom Edwards
Construction Engineer

OFFICE

RECEIVED
OCT 1[illegible] 1959
COUNTY

NOTED
V. R. JONES

Attention: Floyd Scott

Attached are our files 29164 and 29165, together with our map 8B-11-19. We would like to have you revise the description for Klamath County. They wish to acquire the right of way with a minimum 100 foot width.

We doubt if a revision is necessary for width on the Northwesterly side, Station 1639+00 to 1665+00 as the easement line shown is for a frontage road for Weyerhaeuser Timber Company. The easements shown as 5 feet to 20 feet beyond the existing 30 foot lines can now be eliminated as the area required is within the new width. We would suggest, however, that the tracing not be changed until we are notified that the County has been successful in negotiating the extra width. ~~Our~~ The new County Engineer is certain that he has it all set up; whereas, the previous County Engineer requested a reduction from a 100 foot minimum to a 60 foot minimum. ~~Our~~ A revised description, of course, is not to be made on the Forest Service file 29176.

The County would like to have these revised descriptions ~~of~~ & area as they have already started construction and the contractor now finds that he cannot operate his equipment within the 60 foot right of way.

EARL F. SALING
Right of Way Office Manager

EFS:sm

cc/ Clarence Swenson

A

FORM E-130

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 28 1959
FOR FILING
(24100)
5514

July 28, 1959

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland
Oregon

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5514, awarded July 2, 1959, for grading-surfacing the Forest Boundary-Lake County Line Section of Sand Creek-Silver Lake Road in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
JUL - 9 1959
FOR FILING

2400

5514

July 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started June 23, 1959, on Contract No. 5514, Forest Boundary-Lake County Line Section, Klamath County, in connection with Federal Aid Project No. S-410(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

EBP:mfh

Form A-180—10M—8-58

NOTED
Harold C. [illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

CEIVED
JUL 6 1959

Klamath County ✓
Klamath Falls, Oregon

Attention: County Court

Invoice No. 60943
Date July 2, 1959
Your Req. No.
Billing Request No. co-492
Credit Distribution: 518-1087-29

Advance Deposit	$ 31,300.00
Partial transfer county's share total cost of Forest Boundary-Lake County Line Section, FAS 852, covered by agreement dated June, 1959	26,300.00
To be retained	$ 5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 13107

Cash Received with Request: $

By

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

NOTED
V. R. JONES

July 2, 1959

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $31,300 in connection with the Forest Boundary-Lake County Line Section of FAS 852.

Contract No. 5514 has been awarded to Babler Bros., Inc., and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

NOTED
V R JONES

NOTED
C. C. SWANSON

NOTED
Harold C. Ayers

June 16, 1959

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On June 16 a satisfactory bid was received from Babler Bros., Inc., of Portland for the Forest Boundary-Lake County Line Section of FAS 852. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$139,119.00
Signing	125.00
12-1/2% Engineering & Contingencies	17,405.50
Estimated Total Cost	$156,649.50
County Advance Deposit of 20%. . .	$ 31,300.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same same to this office. Upon receipt of the deposit and one signed copy of the enclosed right-of-way certification, a contract will be awarded. If the check and certification are received prior to July 2, the contract will be awarded at the regular Highway Commission meeting on that date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Rcvd. 6/30/59
518-1087
Cont # 5514

JFH:mm
Encl.

RECEIVED
JUL - 3 1959
FOR FILING

1410(1)

5514

July 2, 1959

Babler Bros. Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5514 for grading and surfacing on the Forest Boundary-Lake County Line Section of the SandCreek-Silver Lake County Road in Klamath County.

This award was based on your bid of $139,119.00, which was the low bid submitted to the Commission on June 16, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

NOTED
Harold C. Ayres

NOTED
C G SWENSON

Oregon State Highway Commission
State Highway Building
Salem, Oregon

6-29-59

Attention: County & City Relations Division ✓

NOTED
V. R JONES

Federal Aid Project No. S-410(1)

Name of Project Forest Boundary-
Lake County Line Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at Klamath Falls, Oregon, this 29th day of June, 1959.

Klamath County Court

Judge

Commissioner

Commissioner

✓
FAS 852
Klamath Co

RECEIVED
JUN [illegible] 1959

P

RECEIVED
JUN 22 1959
FOR FILING

S 410(1)

5514

June 19, 1959

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of a Finance Agreement between the State Highway Commission and Klamath County covering the Forest Boundary-Lake County Line Section of FAS 852.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 29 1959
FOR FILING

R

Fin. ac. #264

Salem, Oregon
June 19, 1959

FAS Project Agreement
Klamath County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Klamath County covering the Forest Boundary-Lake County Line Section of FAS 852 in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Klamath County.

Secretary

rn
Attach. 1

FORM E-30 50M 11-56 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 12, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Klamath County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Forest Boundary-Lake County Line Section of FAS 852. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on May 8, 1958.

C. G. Swenson
Engineer, County & City Relations

By John Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

5858 Min. page 40
Floyd Query

6-10-59

NOTICE

Pursuant to O.R.S. 376.325, notice is hereby given of a hearing on an Application For Contract Forest Road submitted to the County Court for the County of Klamath, by Weyerhaeuser Timber Company, which said application was filed with the Klamath County Clerk on June 5, 1959, covering the improvement and maintenance of the following roads in Klamath County, Oregon:

A. That certain road sometimes known as the Fishhole Road, beginning at State Highway No. 66 and thence extending in a generally Southeasterly direction for a distance of approximately 16½ miles, and terminating at the county line between Klamath and Lake counties; all of said road being within the Bly Ranger District, County of Klamath, State of Oregon, and designated as United States Forest Service Road No. 379.

B. That certain road sometimes known as the Campbell Market Road, beginning at State Highway No. 66 and thence extending in a generally Northerly direction for a distance of approximately 2 miles, and terminating at the junction with United States Forest Service Road No. 3610.1, sometimes known as the Finley Corral Road.

Said application further covers the following proposed improvement and maintenance:

A. Widen all blind curves to 26 feet of usable width.

B. Widen and extend existing turnouts and add new ones as necessary; all turnouts will be 26 feet usable width for 100 feet.

C. Reinforce two Fishhole Bridges, as specified by the Forest Service.

D. Surface where required and as per agreement with the above-entitled court and the United States Forest Service.

E. Maintenance of proper drainage.

F. Maintenance of wear, surface, and replacements of ballast as dissipated by use.

G. Application of effective dust palliatives during the dry season.

H. At end of season, road will be left in good condition including, but not limited to, open culverts and cattle guards repaired.

Said hearing shall be held in the County Court office, Klamath County Court House, Klamath Falls, Oregon, on July 10, 1959, at the hour of 10:00 a.m. All persons interested may appear and be heard for or against said application.

KLAMATH COUNTY CLERK

STATE OF OREGON, }
County of Klamath. } ss.

I, Chas. F. DeLap, County Clerk in and for Klamath County, State of Oregon, do hereby certify that the foregoing copy of NOTICE has been by me compared with the original and that this is a correct transcript therefrom and of the whole of such original NOTICE as the same appears on file and of record at my office and in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Court the 8th day of June 1959

CHAS. F. DeLAP, County Clerk,

By ________________ Deputy

NOTED
John P. Hagemann

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

June 5, 1959

Mr. Charles F. DeLap
Klamath County Clerk
Courthouse
Klamath Falls, Oregon

Dear Mr. DeLap:

Enclosed are two copies of an agreement in connection with the Forest Boundary-Lake County Line Section of FAS 852 which have been signed by the Court but still require that you attest the signatures, with seal. It will be appreciated if you will sign and seal both copies and return them to this office - they should be mailed so as to arrive in Salem not later than June 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

Encl.

NOTED
V. R. JONES

NOTED
C. G. SWEN

NOTED
Harold C. Ayers

May 28, 1959

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Forest Boundary-Lake County Line Section of FAS 852 upon which bids will be received June 16.

This agreement covers, among other things, state and county participation in cost and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $189,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than June 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
V. P. [illegible]

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
May 20, 1959

Forest Boundary-Lake County Line Section
FAS 852, Klamath County

Mr. R. L. Porter
OFFICE

Attention: Mr. John Day

NOTED
[illegible]

Confirming our various telephone conversations regarding requirements for stockpiling merchantable timber in connection with clearing operations for the subject named county FAS project, the following summary is offered:

(1) Through the Emery property all timber 8" and over in butt diameter is to be stockpiled. The entire right-of-way is to be cleared.

(2) Through Weyerhaeuser property all timber 8" and over in diameter at a point 16' above the ground is to be stockpiled from area within clearing limits only.

(3) Through Forest Service lands all timber 11" and over in butt diameter at a point 4-1/2' above the ground is to be stockpiled from area within clearing limits.

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

FORM E-30 50M 11-58 15590

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
May 13, 1959

SUBJECT: File No. 29164
Forest Boundary-Lake Co. Line, Sec.
Sand Creek-Silver Lake Road
Weyerhaeuser Timber Company

To: C. G. Swenson
County & City Relations Engr.

OFFICE

We are advised by our Description Department that the distance on the first course in Parcel 1 of the Weyerhaeuser Timber Company option form of 11 parcels is in error. The original distance after the course North 21° 27' 30" East was 4137.36 feet. Our Description Department advises this distance should have been 3944.8 feet.

We believe that a note to this effect to the County and they in turn advise Weyerhaeuser Timber Company will be sufficient to correct this error.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:sm

RECEIVED
MAY 14 1959
COUNTY & [illegible]

Canton notified by phone
5/15/59 C.G.S.

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

April 8, 1959

NOTED
Harold C. Ayers

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
V. R. [illegible]

Dear Mr. Canton:

As per our telephone conversation of April 7, the following corrections in the descriptions as shown on the option forms forwarded you at an earlier date covering R/W from Weyerhaeuser Company should be made:

Change in descriptions on Weyerhaeuser property R/W File #29164.

Parcel #7 - Paragraph No. 2
Change on line # 1 (Parcel No. 1 to Parcel No. 2)
# 6 (Parcel No. 1 to Parcel No. 2)
# 7 (Parcel No. 1 to Parcel No. 2)

Parcel #8 - Paragraph No. 2
Change on line # 1 (Parcel No. 1 to Parcel No. 3)
# 6 (Parcel No. 1 to Parcel No. 3)
# 7 (Parcel No. 1 to Parcel No. 3)

Parcel #9 - Paragraph No. 2
Change on line # 1 (Parcel No. 1 to Parcel No. 6)
# 6 (Parcel No. 1 to Parcel No. 6)
# 7 (Parcel No. 1 to Parcel No. 6)

Parcel #10 - Paragraph No. 2
Change on line # 1 (Parcel No. 1 to Parcel No. 6)
# 6 (Parcel No. 1 to Parcel No. 6)
# 7 (Parcel No. 1 to Parcel No. 6)

Parcel #11 - Paragraph No. 2
Change on line # 1 (Parcel No. 1 to Parcel No. 2)
#20 (Parcel No. 1 to Parcel No. 2)
Change #2 on line #20 (Parcel No. 1 to Parcel No. 2)
Paragraph No. 3 (Parcel No. 2 to Parcel No. 7)

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann, Ass't. County & City Relations Engineer

JFH:cg

Insert ~~29164~~

Change in Descriptions on Weyerhaeuser property
R/W File # 29164

Parcel #7 - Paragraph No. 2

Change on line #1 (Parcel No. 1 to Parcel No. 2)
#6 (Parcel No. 1 to Parcel No. 2)
#7 (Parcel No. 1 to Parcel No. 2)

Parcel #8 - Paragraph No. 2

Change on line #1 (Parcel No. 1 to Parcel No. 3)
#6 (Parcel No. 1 to Parcel No. 3)
#7 (Parcel No. 1 to Parcel No. 3)

Parcel #9 - Paragraph No. 2

Change on line #1 (Parcel #1 to Parcel No. 6)
#6 (Parcel #1 to Parcel No. 6)
#7 (Parcel #1 to Parcel No. 6)

Parcel #10 - Paragraph No. 2

Change on line #1 (Parcel No. 1 to Parcel No. 6)
#6 (Parcel No. 1 to Parcel No. 6)
#7 (Parcel No. 1 to Parcel No. 6)

Parcel #11 - Paragraph No. 2

Change on line #1 (Parcel No. 1 to Parcel No. 2)
#20 (Parcel No. 1 to Parcel No. 2)
Change #2 on line #20 (Parcel No. 1 to Parcel No. 2)
Paragraph #1
~~Change in Exception #22~~ (Parcel No. 2 to Parcel No. 7)

NOTED
C. G. SWENSON

NOTED
V. R. JONES

April 1, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
Harold C. Ayers

Dear Mr. Canton:

Enclosed are four copies of a revised option form covering right-of-way to be acquired from Weyerhaeuser Company in connection with the Forest Boundary-Lake County Line Section of FAS 852.

These descriptions have been revised in accordance with the request of Weyerhaeuser Company.

Under separate cover we are forwarding three copies of a revised right-of-way map.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 31, 1959
Salem, Oregon

SUBJECT: Forest Boundary-Lake County Line Sec.
Sand Creek-Silver Lake County Road

To: C. G. Swenson
County and City Relations Engr.
OFFICE

L

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake County Road in Klamath County. No Statements of Information were furnished.

For your information we have enclosed a copy of a "Request for Revision" form regarding this file.

We are forwarding under separate cover 3 prints of map number 8B-11-19 covering this area and bearing our date of March 27, 1959.

29164	Weyerhaeuser Timber Company	1.67	acres		p-1
		2.14	"	)	p-2
		0.37	"	)	
		1.93	"	)	
		1.98	"	)	
		0.36	"	)	p-3
		2.26	"	)	
		0.34	"	)	
		1.9	"		p-4
		1.22	"		p-5
		1.93	"	)	p-6
		0.69	"	)	
		0.14	"		p-7
		0.05	"		p-8
		0.03	"		p-9
		0.21	"		p-10
		2.67	"		p-11

RECEIVED
APR 1 1959
ENGINEER
COUNTY & CITY RELATIONS

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC
fd
Enc. 1 option & 1 "Request for Revision" form.

cc: Title
cc: Dean Swift
cc: H. Brainerd

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Construction Division

Option File Numbers 29164
29165
& Forest Service

To Right of Way Checking Dept.

Approved rev. roadmap

Request for Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by J. Barbee Date February 27, 1959

Request approved by Barbee Date 2-27-59

Request canceled by Date

Section Forest Boundary-lake Co. Line

Highway Sand Creek-Silver Lake Rd.

Unit

County Klamath

A revision in the original description of the parcel noted to be purchased is necessary because:

Minimum R/W taking requested by Weyerhauser Timber Co. Other R/W on project reduced to minimum taking accordingly.

Files received by Checking Dept. Date

Description revised by Checking Dept. Date

~~MAR 6 1959~~ MAR [illegible] 1959

Files returned to R/W Dept. Date

Copy to: R/W file
Edwards
Porter
Hall
Div. Engr. Dean Swift

State Printing [illegible]

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

As per your request of March 4, I am forwarding the coordinates for all the corners Weyerhaeuser Timber Company have in Sec. 4, T. 29 S., R. 11 E.W.M. and Sec. 34, T. 28 S., R. 11 E.W.M..

I trust this will enable you to comply with their request.

Very truly yours,

W R Canton
W.R. Canton
County Engineer

WRC/ok
enclosure

To Burbee
3/13/59

RECEIVED
MAR 13 1959

NOTED
C. G. SWENSON

March 4, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

(FAS 852)

Dear Mr. Canton:

If you could obtain and forward to this office the coordinates for all corners of Section 4, Township 28 South, Range 11 East, and also for all 1/16 corners of Section 34, Township 28 South, Range 11 East as referred to in Mr. Goeller's letter to you of February 18, it is believed we will be able to furnish right-of-way descriptions as requested by the Weyerhaeuser Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Mr. Fred Goeller
Weyerhauser Company
Klamath Falls, Oregon

FORM E-30 80M 6-58 19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1959

SUBJECT: R/W for Forest Boundary-
Lake County Line
FAS 852, Klamath County

To:
Mr. John F. Hagemann
Asst. County & City Relations Engr.
State Highway Department
Office

Your recent letter on the above subject with an attachment from the Weyerhaeuser Timber Company indicated that the Weyerhaeuser Company has coordinates of all exterior corners of Section 4-29S-11E. They also state that Section 34-28S-11E has been completed and all 1/16 corners set and referenced on the ground.

We would appreciate receiving from them their coordinates from all corners of Section 4, and also, coordinates of all 1/16 corners on Section 34, if these are available.

I believe with this information we can complete the descriptions to our satisfaction.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:law

RECEIVED
MAR 2 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

Salem, Oregon
February 20, 1959

R/W for Forest Boundary-Lake Co. Line,
FAS 852, Klamath County

Mr. Tom Edwards
OFFICE

NOTED
John F. [illegible]

Attached are two copies of a letter from Weyerhaeuser Timber Company to the Klamath County Engineer re the subject named project.

Paragraph 2 of this letter covers the turn-out construction on the relocated section of logging road within this project.

Mr. Canton forwarded this letter with no accompanying letter of transmittal. I assume he wishes our comments on the proposal contained in the last paragraph of the Weyerhaeuser letter. It is suggested that we advise Mr. Canton that it would be up to the county to furnish any further ties in the descriptions than those covered by your letter to this office dated February 11.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

WEYERHAEUSER TIMBER COMPANY

KLAMATH FALLS BRANCH · KLAMATH FALLS, OREGON

REC

FEB 19 1959

KLAMATH COUNTY ROAD DEPT.

BY

February 18, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Re: R W, Forest Boundary - Lake
County line Section of Sand
Cr.-Silver Lake Road

Dear Mr. Canton:

Reference is made to the letters of Mr. Hageman and Mr. Edwards dated February 13 and February 11, respectively, relative to this Right-of-Way matter.

Regarding the matter of turnouts on the truck road relocation, generally we prefer that these turnouts be on the side of the road the empty truck would use, which, in this case, would be the easterly side. However, we do not conform to this 100%. In this case, we believe the turnouts should be on the westerly side so that the truck road can be located contiguous to the westerly Right-of-Way of the County road. This would take less land out of production. We do not anticipate any problem in giving a use permit of sufficient lattitude to allow the State's contractor to operate in a normal manner during construction of the relocated section of the truck road since our logging season in that area is during late fall and spring.

Referring to the matter of the descriptions we are requiring, we do not feel that these requirements are out of reason. We began a subdivision survey of Sec. 4-29S-11E and Sec. 34-28S-11E last summer of which Sec. 34 is completed and the 1/16 corners set and referenced on the ground. We would be willing to furnish a man, who is familiar with these, to accompany your party and identify the corners you will need to make physical centerline ties and stationing where the centerline crosses the property lines and section lines. For Sec. 4 we have completed the survey of the exterior lines only. However, we could furnish our coordinants for the NE and SW Section corners of Sec. 4 for which we notice the State map shows that they have coordinants. These could be used in calculating the four necessary ties in Sec. 4.

Please advise if you wish to discuss these matters further.

Yours very truly,

WEYERHAEUSER TIMBER COMPANY
KLAMATH FALLS BRANCH

By

Fred L. Goehler
bis

cc: Mr. Harold G. Taylor, Tacoma Office
Mr. G. M. Upington
Mr. Thos. J. Orr

NOTED
C. G. SWENSON

February 13, 1959

NOTED
Harold C. Ayers

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Mr. Canton:

I am attaching a copy of a letter from Mr. Tom Edwards, Highway Department Construction Engineer, to this office which covers the highway department's position in regard to various requests made by the Weyerhaeuser Company in connection with right-of-way to be obtained from that company for the Forest Boundary-Lake County Line Section of FAS 852.

Please note paragraph three of this letter which states that we will need to be advised on which side of the "spur road" the turnouts should be constructed.

We will specify in our road contract that all merchantable timber within the clearing limits will be cut and decked for disposal as the Weyerhaeuser Company sees fit.

The suggestions contained in Mr. Goeller's letter to you of February 4th regarding crossing permits, maintenance of truck road crossings, and a temporary permit for constructing the relocated section of the logging road is believed to be a matter to be worked out to the satisfaction of the county and Weyerhaeuser Company. The only thing we would require would be a use permit of sufficient lattitude to allow our contractor to operate in a normal manner during construction of the relocated section of the logging road.

If you wish anything further from us on this matter please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
[illegible]

Salem, Oregon
February 11, 1959

SUBJECT: Forest Boundary-Lake County
Line Section
FAS 852, Klamath County

To:

Mr. Clarence Swenson
County and City Relations Engineer
State Highway Department
Office

Attention: Mr. John F. Hagemann

Regards your letter of February 6, 1959, with an attachment from Mr. Canton, County Engineer, Klamath County, we will attempt to give you our feelings in the order of which they are set down in his letter.

In paragraph two of his letter regarding descriptions required for the Weyerhaeuser Company, it will be impossible for us to give descriptions of all individual forties with center line stations where we cross the boundary line. Our field crew found sufficient corners on the ground so that center line stations can be computed in all cases except four. To get these additional four would require that we survey the entire section and, I believe, this is a little beyond our usual scope.

I can see no problem regarding the matter in paragraph three in as much as the county would not need to take title to any of the area on which the Weyerhaeuser road was located. There is one catch however, the Weyerhaeuser standards call for twenty feet of width with turnouts intervisual with maximum spacing of 750 feet. We would assume that the turnouts should be for the empty trucks, but not knowing which way their loads are moving we would need this information.

We have no objection whatsoever to reducing the right-of-way width to sixty from one hundred feet with additional areas as required for slopes. Apparently we can fulfill all of the Weyerhaeuser requirements except for the stations on the four descriptions.

Tom Edwards
Construction Engineer

RECEIVED
FEB 13 1959
[illegible] ENGINEER
[illegible] RELATIONS

DJB:law

Salem, Oregon
February 6, 1959

Forest Boundary-Lake County Line Section
FAS 852, Klamath County

Mr. Tom Edwards
OFFICE

On January 23 I forwarded you a copy of a letter from Mr. Canton, Klamath County Engineer, detailing requests of the Weyerhaeuser Timber Company in connection with the right-of-way for the subject named project.

Attached is a copy of a letter from Weyerhaeuser Timber Company to Mr. Canton and a copy of Weyerhaeuser Company road standards as referred to in paragraph 3 of Mr. Canton's letter.

It would be appreciated if you could advise this office prior to February 10 of how much of the revisions requested in Mr. Canton's letter can be complied with. Mr. Canton expects to be in Salem on February 10 and this matter will be discussed at that time.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

February 6, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Canton:

Thank you for forwarding the Weyerhaeuser Timber Company's road standards.

I would appreciate your stopping in the office on February 10 if you have the opportunity. I have an appointment in St. Helens on that date but should be back to the office by 3:30 or 4:00 P.M.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
W. R. CANTON
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

February 5, 1959

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

Attached hereto is a copy of a Weyerhaeuser Timber Company letter and a copy of their logging road standards as per your request.

I have not, as yet, heard from Mr. Emery in regard to the cattle guard that he would accept but I presume this information will come along next week.

At the request of the Lake County Court, I will be at the Highway meeting in Salem, February 10 at 3:00 and I will be glad to talk to you after the meeting or earlier if convenient.

Yours very truly,

W R Canton

W.R. Canton
County Engineer

WRC/ok
encl 2

RECEIVED
FEB 6 1959
ENGINEER
[illegible] RELATIONS

RECEIVED

WEYERHAEUSER TIMBER COMPANY

KLAMATH FALLS BRANCH • KLAMATH [illegible]

February 4, [illegible]

Mr. W. E. Canton
Klamath County Engineer
Klamath County Courthouse
Klamath Falls, Oregon

Dear Mr. Canton:

Attached is a copy of our Minimum Standards for Truck Roads, which was requested by you and Mr. Hagemann of the State Highway Department in his letter of January 23 to you regarding the Right-of-Way for the Sand Creek-Silver Lake Road.

Since we talked with you, we have received comments from our Land Transfer Department in Tacoma relative to the option submitted, which set forth some items we did not mention in our discussion at your office and some we should make clear.

1. The option submitted provides for the conveyance of fee title to Parcel No. 1. It provides for no reservation of crossing rights or minerals, etc. However, we prefer to grant this Right-of-Way by easement and, in our discussion with you, understood an easement would be acceptable, in which case, except for crossing rights, such reservations would not be necessary. We did not discuss crossing rights with you but believe a reservation granting us the right to cross and re-cross is necessary in order for us to operate our adjacent lands. These crossings would be temporary and used only when we are operating that area east of the road. They would be constructed in such a manner and at locations that would not damage the County road.

2. At the crossings of our main truck road, our Tacoma Office notes that it appears there may be areas of unrestricted visibility along our road outside of the limits of the County road that will require maintenance, which should be the function of the County, and that to maintain those in Sec. 4 may require that those areas be covered by easement to the County for such purpose.

3. As we suggested in our discussion, our Tacoma Office sees no reason for a recordable easement to the County covering Parcel No. 2, the strip along the road upon which our logging

road is to be relocated. They suggest that we furnish a temporary permit for this purpose.

We assume you will wish to discuss these items with the State Highway Department, after which we will be glad to discuss this Right-of-Way with you further with the aim of completing this matter.

Yours very truly,

WEYERHAEUSER TIMBER COMPANY
KLAMATH FALLS BRANCH

Land Agent

Fred L. Goeller
bls
Attachment
cc: Mr. G. M. Upington
Mr. T. J. Orr

January 23, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Mr. Canton:

Your letter of January 22 detailing various revisions in connection with right-of-way and construction of the Forest Boundary-Lake County Line section of FAS 852 as requested by representatives of the Weyerhaeuser Company was received this date.

This matter has been referred to our construction division for study and you will be advised of the extent we will be able to comply with this request as soon as it can be determined.

In the meantime it would be appreciated if you would forward, or arrange to have forwarded, a copy of the standards for the present Weyerhaeuser spur road referred to in paragraph 3 of your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

by

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Mr. Fred Goeller
Weyerhaeuser Timber Company
Klamath Falls, Oregon

Mr. Tom Edwards, Construction Engineer

NOTED
C. G. SWENSON

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

RECEIVED
JAN 23 1959
COUNTY [illegible] RELATIONS

January 22, 1959

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

A conference held this morning with Mr. Fred Goeller, Mr. Tom Orr and Mr. Upington of Weyerhaeuser Timber Company in regard to the Bear Valley FAS project yielded the following results:

The Weyerhaeuser Company will require descriptions showing the center line Stations on entering and leaving an isolated forty (example: SWSW of Sec. 4) or any section, with ties and bearings to Government corners and center line descriptions. In other words, no unit description shall be larger than a section and acreage of right of way to be shown by forties with a total for the section.

In all but 4 instances

As regards Parcel #2, Weyerhaeuser Company will grant permission for construction. Construction is to be permanent and independent of our road, standards to be the same as present Weyerhaeuser spur with proper drainage and spur road to be contiguous to the County road right of way.

OK

Weyerhaeuser Company is to retain ownership of timber outside of the used portion of the County right of way. The contractor is to cut and deck the timber, title to which remains with Weyerhaeuser Company. If possible this clearing should be done before May as Weyerhaeuser Company won't be operating after May until late fall.

OK
Clear within clearing limits only.

The Weyerhaeuser Company feels that 100' in width is not needed as it removes land from production and over the Pacific northwest this item amounts to several thousand acres per year. The Weyerhaeuser Company suggests a 60' road right of way and on the spur, Parcel #2, 40' or 50' instead of 50' or 60' except as construction requirements might need a little wider on account of fills and cuts.

← O.K.

easement? →

Weyerhaeuser Company is agreeable to a higher profile grade on their spur and suggests perhaps a ditch between the spur and the County road so that there will be no access from either.

Please send a copy of your reply to this letter to Mr. Fred Goeller, Weyerhaeuser Company, Klamath Falls, Oregon.

Yours very truly,

W R Canton
W.R. Canton
County Engineer

WRC/ok
cc: Mr. Fred Goeller

NOTED
C. G. SWENSON

Salem, Oregon
April 27, 1959

NOTED
Harold C. Ayers

Forest Bondary-Lake County Line Section
FAS 852
Klamath County

Mr. Tom Edwards
OFFICE

NOTED
[illegible]

Mr. Canton, Klamath County Engineer, has advised that Klamath County has obtained the right-of-way through the Emery property as required for the subject named project. The final settlement between the County and the Emerys' involves the following construction items:

1. Install two 10' X 6' R.C.B.C. cattle passes--one at station approximately 1780 and one at station approximately 1841.

2. All merchantable timber within the right-of-way limits is to be cut and stockpiled for disposal by the Emerys'. Merchantable timber is to be considered to include lodge pole pine with a butt diameter of 8" or over.

3. Fence both sides of the right-of-way with 5 wire fence and a deadman every 660'.

The County has requested that we include items 1 and 2 above in the construction project. Item 3 above will be taken care of by Klamath County.

The P.U.C. hearing has been held on the private logging road crossings and the final order, FHX 59, issued.

A use permit for right-of-way through federal forest lands has been obtained.

Final right-of-way negotiations with Weyerhaeuser Company are being made and it is anticipated this project will be clear for accepting bids on June 16.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

cc: V. G. O'Neil
F. Hall

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

May 6, 1959

NOTED
Harold C. Ayers

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

I now have the right of way deed from Mr. Emery. I am enclosing the agreement entered into by the Klamath County Court and Mr. and Mrs. Emery.

As I understand it, you will enclose paragraphs A and C in the contract. The Weyerhaeuser rights of way are in the mill and we should hear from them the first of the week. I will advise you as soon as we hear from them.

Very truly yours,

W R Canton
W.R. Canton
County Engineer

WRC/ok
enclosure

RECEIVED
MAY 7 1959
[illegible]
[illegible]

AGREEMENT

Klamath County and Kenneth L. Emery and Dorothy I. Emery in consideration of the right of way grant under a Bargain and Sale Deed, Klamath County agrees:

A. To furnish two 6' vertical clearance cattle passes which will be 6' high and 10' wide box culverts at Station 1780 and at Station 1841.

B. Klamath County agrees to fence both sides of the right of way with a five wire fence with a dead man tie every 660 feet. Mr. Emery is to be contacted by the fence builder before construction. The fencing is to follow the clearing of the timber mentioned in "C".

C. Merchantable timber (including lodge pole) on the entire right of way shall be decked for Kenneth L. Emery and Dorothy I. Emery under a current timber sale to Gisle Robstad Company at Eugene, Oregon. Klamath County shall not be held for damage to the timber after it is decked.

Kenneth L. Emery
Kenneth L. Emery

Dorothy I. Emery
Dorothy I. Emery

KLAMATH COUNTY

BY: ____________
COUNTY ENGINEER

Dated this 4th day of May , 1959

APPROVED:

R. R. Waller
County Judge

____
Commissioner

____
Commissioner

RECEIVED
MAY 7 1959

NOTED
C. G. SWENSON

April 7, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Canton:

Enclosed are four copies of a revised option form describing R/W through the Emery property in connection with the Forest Boundary-Lake County Line Section of FAS 852.

This description has been corrected as per the points brought out in your telephone call of last week.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Encl.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 6, 1959
Salem, Oregon

SUBJECT: Option
Forest Boundary-Lake County Line
Sand Creek-Silver Lake Rd.

To: C. G. Swenson
OFFICE

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County. No Statement of Information was furnished.

The Subdivisions have been changed to make more inclusive. There has been no change of area.

29165	Esther G. Emery	10.40	acres

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 1 rev. option form

cc: Dean Swift

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
April 6, 1959
Salem, Oregon

SUBJECT: Option
Forest Boundary-Lake County Line
Sand Creek-Silver Lake Rd.

To: C. G. Swenson
OFFICE

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with Forest Boundary-Lake CountygLine Section of the Sand Creek-Silver Lake Road in Klamath County. No Statement of Information was furnished.

The Subdivisions have been changed to make more inclusive. There has been no change of area.

29165	Esther G. Emery	10.40 acres

EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 1 rev. option form

cc: A. G. Skelton

NOTED
G. SWENSON

March 24, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Mr. Canton:

Enclosed are four copies of a revised option form covering R/W to be obtained from Esther C. Emery in connection with the Forest Bdry-Lake County Line Section of FAS 852. The descriptions have been revised, as per your request, to provide a 60' wide R/W rather that 100' as originally proposed.

Revised descriptions to cover Wayerhaeuser property are being prepared in accordance with the companies request and will be forwarded to you in the next few days.

Under separate cover I am forwarding four prints of a revised R/W map.

It would be appreciated if you could keep us advised of the status of the R/W acquisition and the P.U.C. hearings as required by this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Encl.

FORM E-30 50M 6-56 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1959
Salem, Oregon

SUBJECT: Option
Forest Bdry.-Lake County Line
Sand Crk.-Silver Lake Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 1 revised option form in quintuplet covering right of way to be acquired in connection with Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County.

We are forwarding, under separate cover, 4 prints of map number 8B-11-19, covering this area and bearing our date of March 10, 1959

29165	Esther G. Emery	10.40 acres

EFS
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 1 rev. option form

cc: Dean Swift
cc: Harold Brainerd

NOTED
Harold C. Ayers

Bill Canton phone 4/24/59
For Bdry - Lake Co. L.
Emery R/W agreement
1- Install two 10'X6' R.C.B.C. - one at sta. 1780 + one at sta. 1841.
2 - Fence both sides of R/W with 5 wire fence + deadman every 660'.
(Co. will do this)
3 - Merchantable tbr. including lodge pole pine 8" & over butt diameter to be cut + stockpiled on entire R/W.

RUC Order for [illegible] Ranges has been issued
FHX 59
June 16th letting

NOTED
C. G. SWENSON

March 27, 1959

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED

Dear Mr. Canton:

As per your telephone call this date I checked with the Construction and Design Division and find that it would be possible to put a 10' X 6' reinforced concrete box culvert at approximately Station 1780 and 1841 on the Forest Boundary-Lake County Line section of FAS 852. These locations are within the limits of the Emery holdings.

The estimated cost for these two box culverts is $8,000 which appears to be a rather high cost for such a relatively low traffic road. We would still favor placing approximately a fifty foot long section of bituminous surface with painted cattle guards at each crossing location. It is believed this could be accomplished by county forces at considerably less cost.

In any event please advise as soon as possible what the county wishes done on this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
Harold C. Ayers

January 20, 1959

NOTED
John F. Hegemann

FAS 852
Klamath Co

NOTED
JOHN D [illegible]

Mr. W. H. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Canton:

This is to acknowledge receipt of your letter of January 19 with attached right-of-way agreement with K. L. and D. I. Emery.

Items B and C of this agreement can be included in the plans and specifications for the construction contract; however, it would be appreciated if you would advise what minimum diameter of tree would be considered merchantable timber (including lodge pole.)

Item A of the agreement calls for installation of 8'6" vertical clearance cattle passes at station 1782 and 1832. I have discussed this matter with our construction division and it appears that installation of these cattle passes would be impossible due to drainage problems. At station 1782 our plans call for approximately a 5' fill to subgrade at centerline and at station 1832 we are in an approximately 3' cut. This would require digging cattle passes as specified above into the ground approximately 5' at station 1782 and 13' at station 1832. This would in turn create pockets for water to collect and stand thus affording very little use of the facilities. I am sure that both the state and county would be very severly criticized if we complied with this proposal.

It is suggested as an alternate that two cattle crossings at grade be substituted by carrying the fence to the edge of the roadway and providing two cattle guards at each crossing on the traveled roadway.

This could be accomplished either by constructing actual cattle guards in the roadway at considerable expense or by oiling short streches (approximately 50') at each crossing and painting cattle guards on the oiled surface. The second method is recommended both from the standpoint of economy and desirability as it would fit into future oiling plans for the entire road.

If the method using short sections of bituminous surface with painted stripes is used it is suggested that the county perform this work with county forces at county expense. Inclussion of such a minor amount of oiling in the contract would result in prohibitive costs.

NOTED
E. G. [illegible]

It would be appreciated if you would discuss this matter with the interested parties and advise this office of any decision reached.

Very truly yours,

W. O. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

cc: Mr. Tom Edwards
Mr. V. G. O'Neil

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

RECEIVED
JAN 20 1959
ENGINEER
COUNTY CITY RELATIONS

January 19, 1959

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Attached hereto is an agreement entered into by the Klamath County Court and Mr. Kenneth L. Emery in obtaining the right of way for the Silver Lake-Bear Valley section of road.

Will you please alert the contracting and constructing personnel to Article A so that it may be included in the contract.

If Article B can be included in the contract, please advise.

As for Article C, this requires the entire right of way in this area to be cleared and the merchantable timber be decked.

I shall appreciate hearing from you in regard to these requests.

Yours very truly,

W R Canton

W.R. Canton
County Engineer

WRC/ok
enclosure

January 12, 1959

AGREEMENT

Klamath County and Kenneth L. Emery and Dorothy I. Emery in consideration of the right of way grant under a Bargain and Sale Deed, Klamath County agrees:

A. To furnish two 8'6" vertical clearance cattle passes, one at Station 1782 and one at Station [illegible]. 1832 w&c. K.E.

B. Klamath County agrees to fence both sides of the right of way with a five wire fence to be completed not more than one month after completion of the contract.

C. Merchantable timber (including lodge pole) on the entire right of way shall be decked for Kenneth L. Emery and Dorothy I. Emery under a current timber sale to Gisle Bohsted Company at Eugene, Oregon. Klamath County shall not be held for damage to the timber after it is decked.

Kenneth L Emery
Kenneth L. Emery

Dorothy I. Emery
Dorothy I. Emery

KLAMATH COUNTY

BY:
County Engineer

Dated this 16th day of January, 1959

APPROVED:

Mack
County Judge

Commissioner

Walker
Commissioner

1841

NOTED
John F. Hagemann

NOTED
[illegible]

NOTED
Harold C. Ayers

RECEIVED
JAN 2[illegible] 1959

January 15, 1959

U USES, Fremont
Klamath County
Road (Sand Creek-Silver Lake)

Judge C. H. Mack
County Judge of Klamath County
Court House
Klamath Falls, Oregon

Dear Judge Mack:

We are enclosing application form FS-866a for use by your Engineer in preparing application for right-of-way Use Permit referred too in Mr. Saling's letter to us dated January 6, 1959.

The application should be typed in quadruplicate and three copies forwarded to the District Forest Ranger, Silver Lake, Oregon. I am forwarding him a copy of the road plan and asking that he expedite the report on your application when it is received.

We have agreed that the logs are to be cut to proper length plus trim and be decked for sale and removal the same as other Forest Service timber.

Only timber necessary for the construction width and clearance of the road will be cut. The Ranger may need someone from your organization to go over this right-of-way with him and indicate clearing requirements so he can make the report on this application.

We will be glad to work closely with you and once the report is in we will process it as quickly as possible on this end.

Very truly yours,

C. N. WEAVER, Forest Supervisor

By Acting

Encl. FS-866a

cc: Mr. Saling
District Ranger, Silver Lake
[illegible] to [illegible]

NOTED
[illegible]

FORM 2-100 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH M. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
V. R. JONES

January 6, 1959

IN REPLY PLEASE REFER TO

File No. 29176
Forest Bdy.-Lake Co. Line Section
Sand Creek-Silver Lake County Road
Klamath County

Fas 852
Klam Co

Mr. Clayton N. Weaver, Supervisor
Fremont National Forest
Post Office Building
Lakeview, Oregon

NOTED
John F. Hagemann

COPY

Dear Mr. Weaver:

Enclosed are four prints showing right of way over which the State of Oregon, by and through its State Highway Commission, wishes a special use permit issued in the name of Klamath County. The right of way desired is over and across the following subdivisions:

T. 28 S., R. 11 E., W. M., Sec. 25, SE¼, E½SW¼;
Sec. 26, SW¼SE¼;
Sec. 34, NE¼NW¼, SW¼NW¼;
T. 29 S., R. 11 E., W. M., Sec. 4, SE¼SW¼;

for the widening and relocating of the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake County Road, Oregon Federal Aid Route No. FAS 852, which has been programmed with the district office of the Bureau of Public Roads under Item No. 580.

We understand there is merchantable timber to be cut in connection with the construction of the proposed project. Specifications for this project will call for the contractor to cut the timber to standard lengths and cold deck it adjacent to the right of way; the Forest Service thereafter to sell the timber so removed if this arrangement meets with their approval. If this is in accordance with their understanding, such provision should be included in the special use permit that is issued in the name of the County.

We kindly request that you forward the permit through this office, preferably in duplicate, so that this office may keep a copy and forward a signed copy to Klamath County. Photo copies will thereafter be forwarded to our field office and the Bureau of Public Roads, which is participating in the cost of the revision of this county road.

RECEIVED
JAN 8 1959
ENGINEER
CITY-COUNTY RELATIONS

Very truly yours,

EARL F. SALING
Right of Way Office Manager

EFS:bd
Encls. 4 prints

cc: C. D. Swenson - 1 Print
City--County Relations Eng.

W. R. Caton, Klamath County Engineer - 1 Print

Dean Swift, Division Engineer --1 Print

NOTED
C. G. [illegible]

FORM 5-183 8M 4-56

NO[illegible]D
C. G SWI[illegible]ON

NOTED
R JONES

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 29, 1958

File 29176-Right of Way
Forest Boundary-Lake County Line
Sand Creek-Silver Lake County Road
Klamath County

Mr. J. Herbert Stone
Regional Forester
United States Forest Service
P. O. Box 4137
Portland 8, Oregon

John F. Hagemann

Gentlemen:

Enclosed are two identical tracings and four prints thereof, showing the right of way desired by the State of Oregon, by and through its State Highway Commission, across or on the following subdivisions:

T. 28 S., R. 11 E., W. M., Sec. 25, SE¼, E½SW¼;
Sec. 26, SW¼SE¼;
Sec. 34, NE¼NW¼, SW¼NW¼;
T. 29 S., R. 11 E., W. M., Sec. 4, SE¼SW¼;

for the widening and relocating of the Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake County Road, Oregon Federal Aid Route No. FAS 852, which has been programmed with the district office of the Bureau of Public Roads under Item No. 580. There are also enclosed three copies of a stipulation regarding non-discrimination.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 317 of Public Law 85-767 dated August 27, 1958. In accordance with the regulations under Title 43, the State of Oregon is making this application on behalf of the County of Klamath.

We understand there is merchantable timber to be cut in connection with construction of the proposed project. Specifications for this project call for the contractor to cut the timber to standard lengths and cold deck it adjacent to the right of way. The Forest Service is to sell the timber so removed.

Would you please forward your permit or approval of this application to the Highway Department, Salem, Oregon, in care of this office. We will forward a copy to Klamath County for their records.

Very truly yours,
G E Rohde
G. E. ROHDE
Assistant Counsel

EFS
wo:ls
Encl. 2 cc letter, 2 tracings,
3 prints, 3 copies stip.
cc: Bureau of Public Roads (2)
2 prints, 2 copies stip.
cc: City-County Relations Eng. (2)
2 prints
cc: Div. Eng. Swift with 2 prints

RECEIVED
DEC 29 1958
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT

Right of Way thru U S Forest Land

FOREST BDY. - LAKE CO. LINE SECTION

SAND CR. - SILVER LAKE RD.

KLAMATH COUNTY

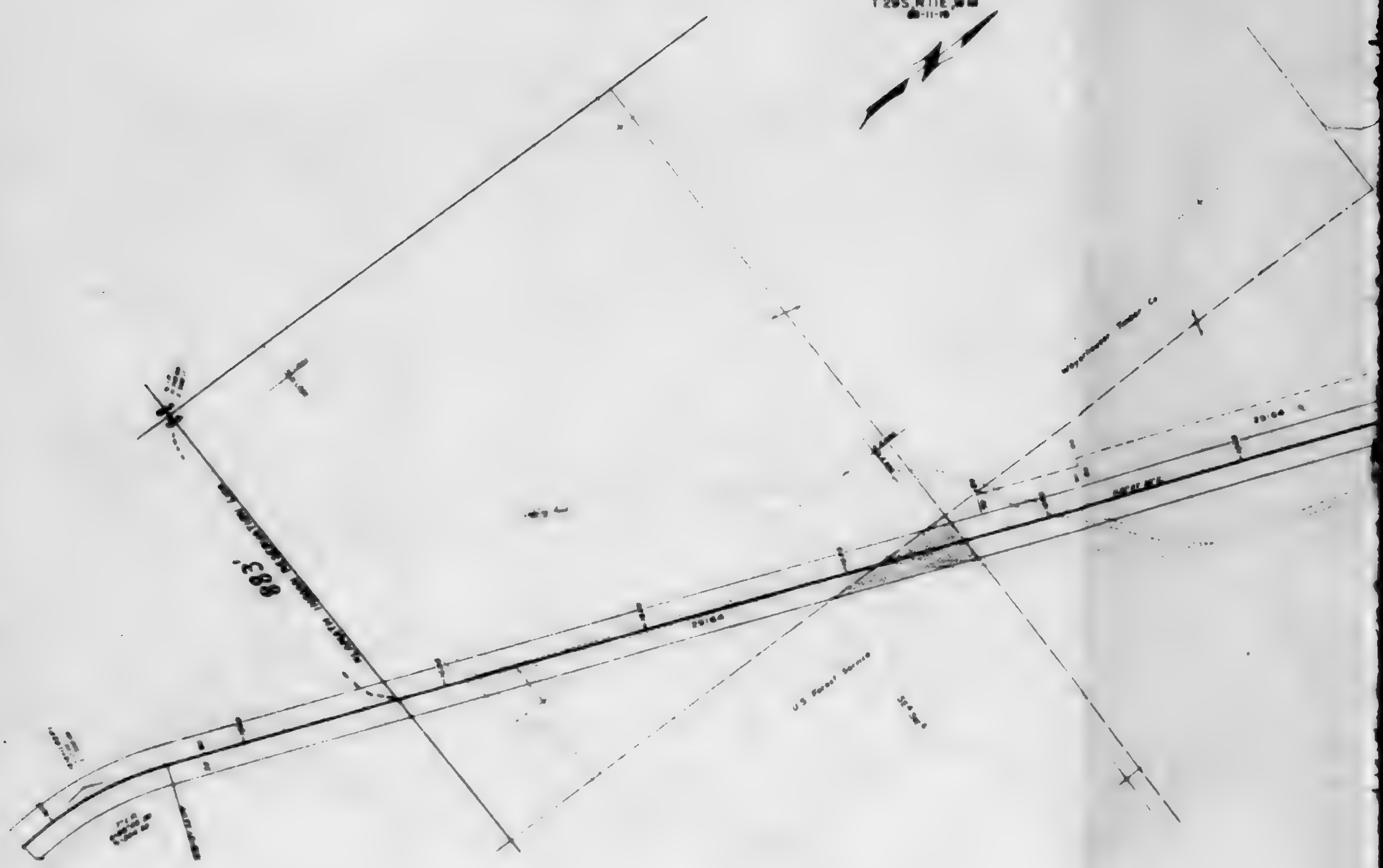
Scale: 1" = 400' Dec., 1958

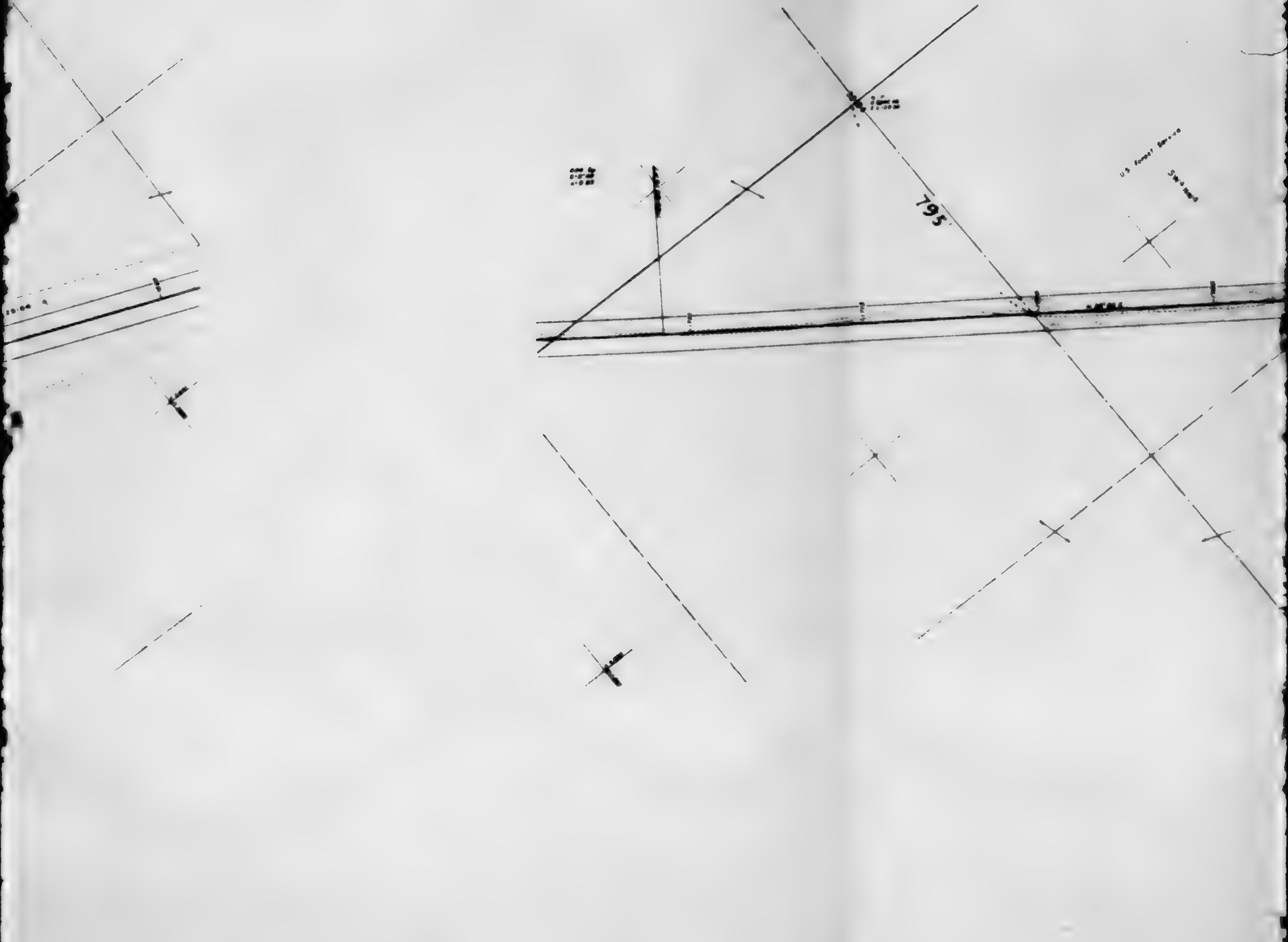
DRG. NO. 10C-33-10

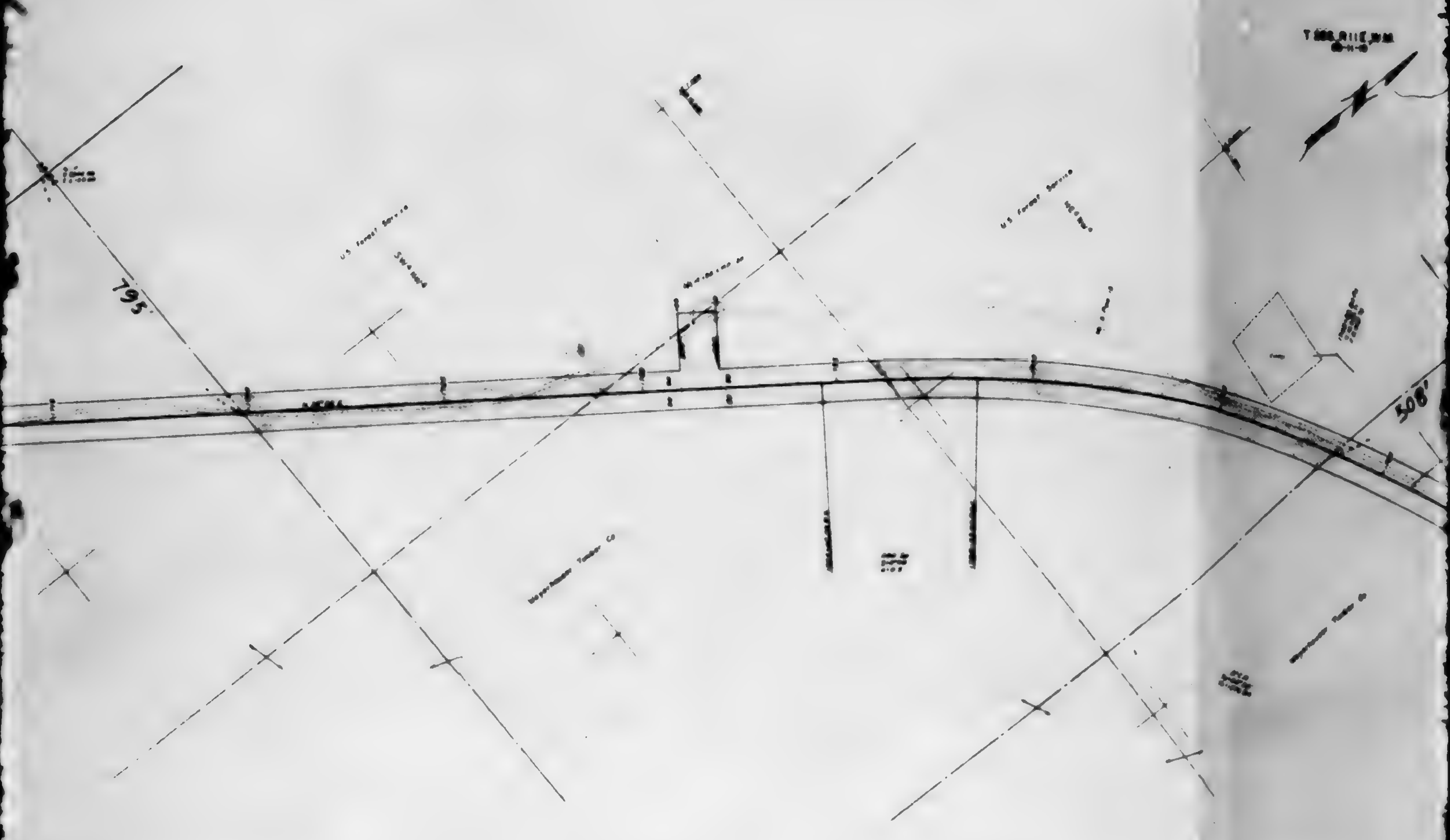
File No. 29176

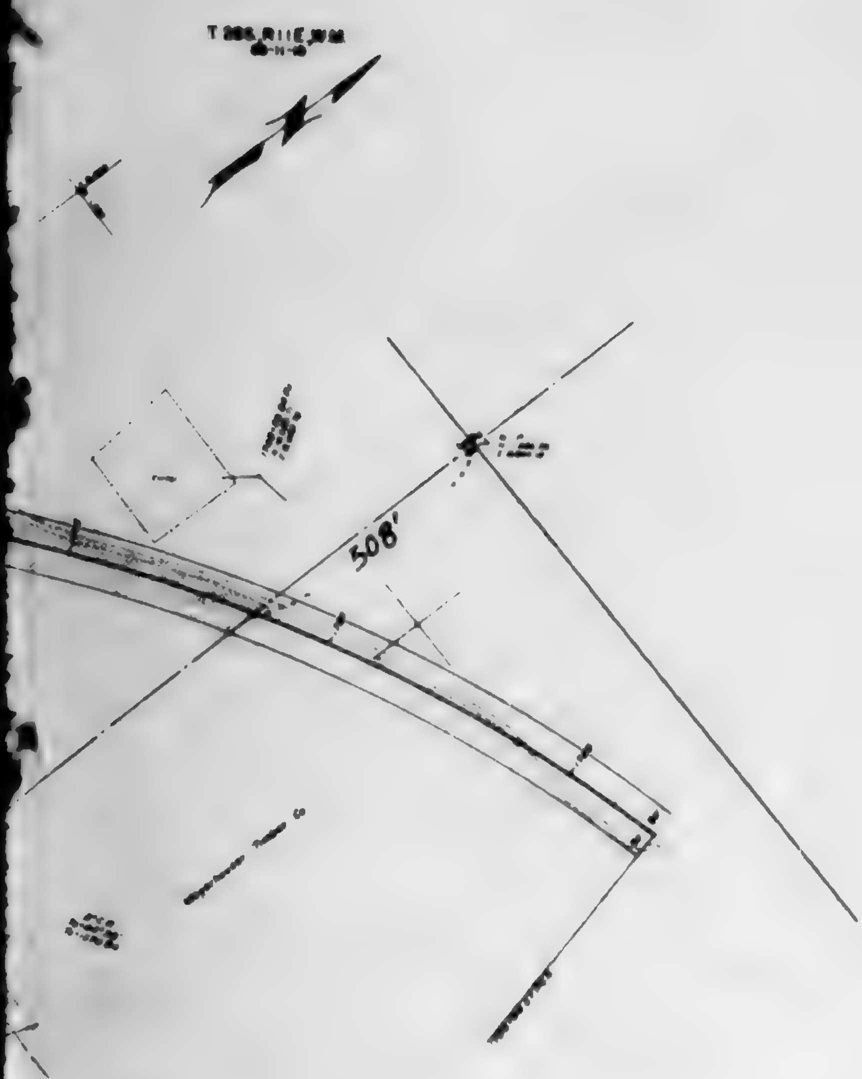
U S FOREST LANDS

T. 28 S., R. 11 E., W.M. - SEC. 25, SE4, E2 SW4
" " " 26, SW4 SE4
" " " 34, NE4 NW4, SW4 NW4
T. 29 S., R. 11 E., W.M. SEC. 4, SE4 SW4

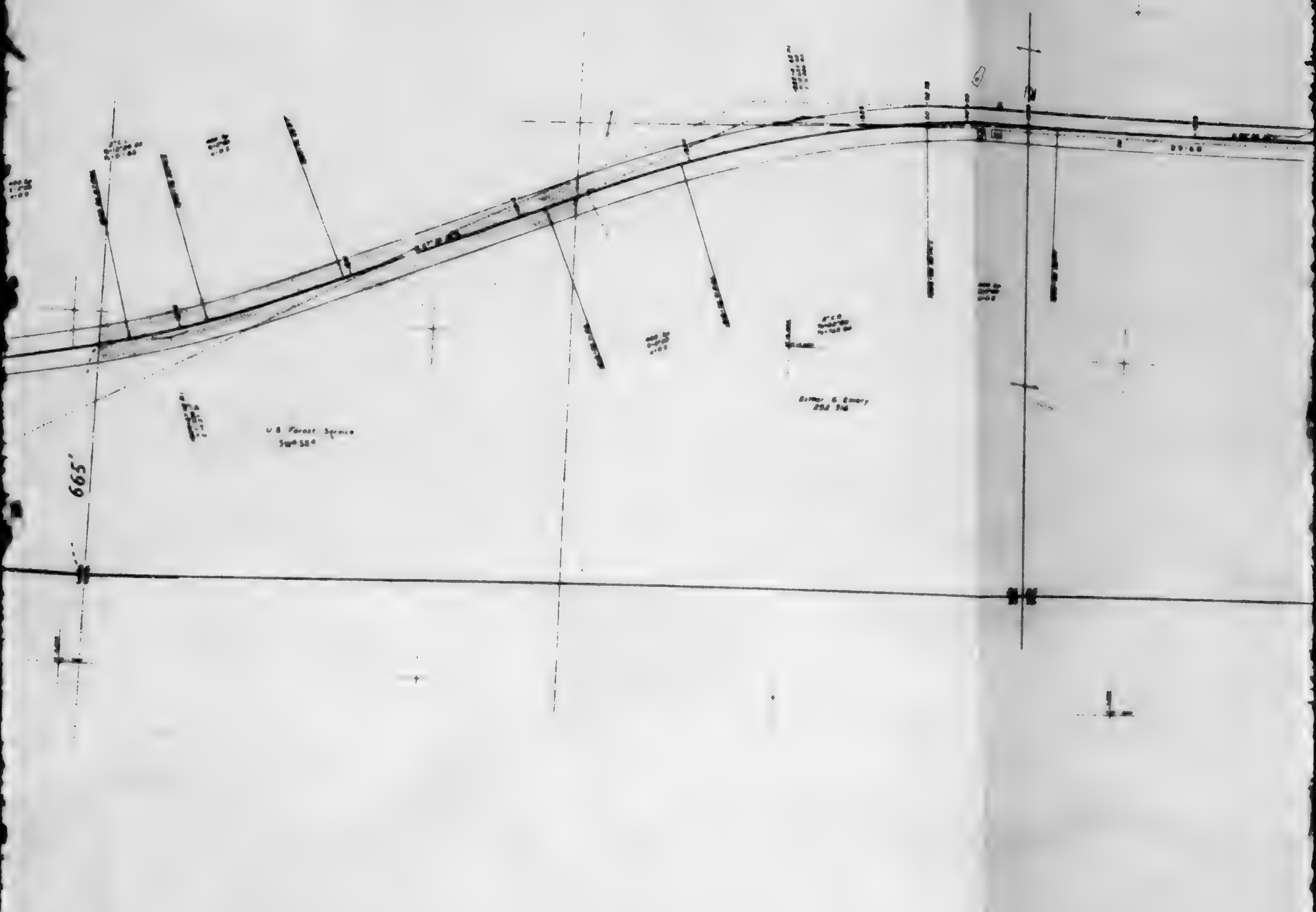

T 29S, R 11E, WM
Weyerhaeuser Timber Co
883'
U S Forest Service

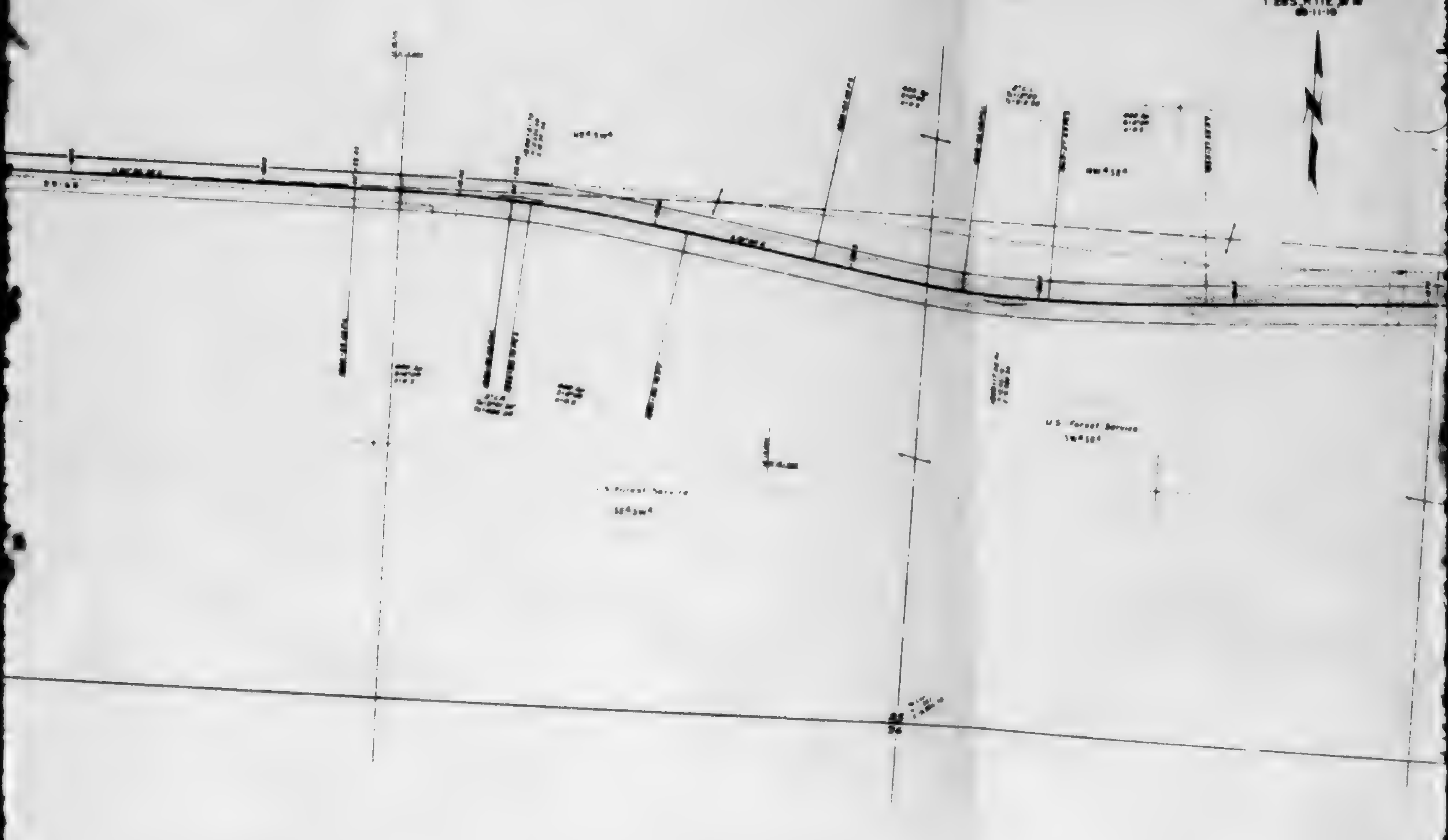

795
U.S. Forest Service

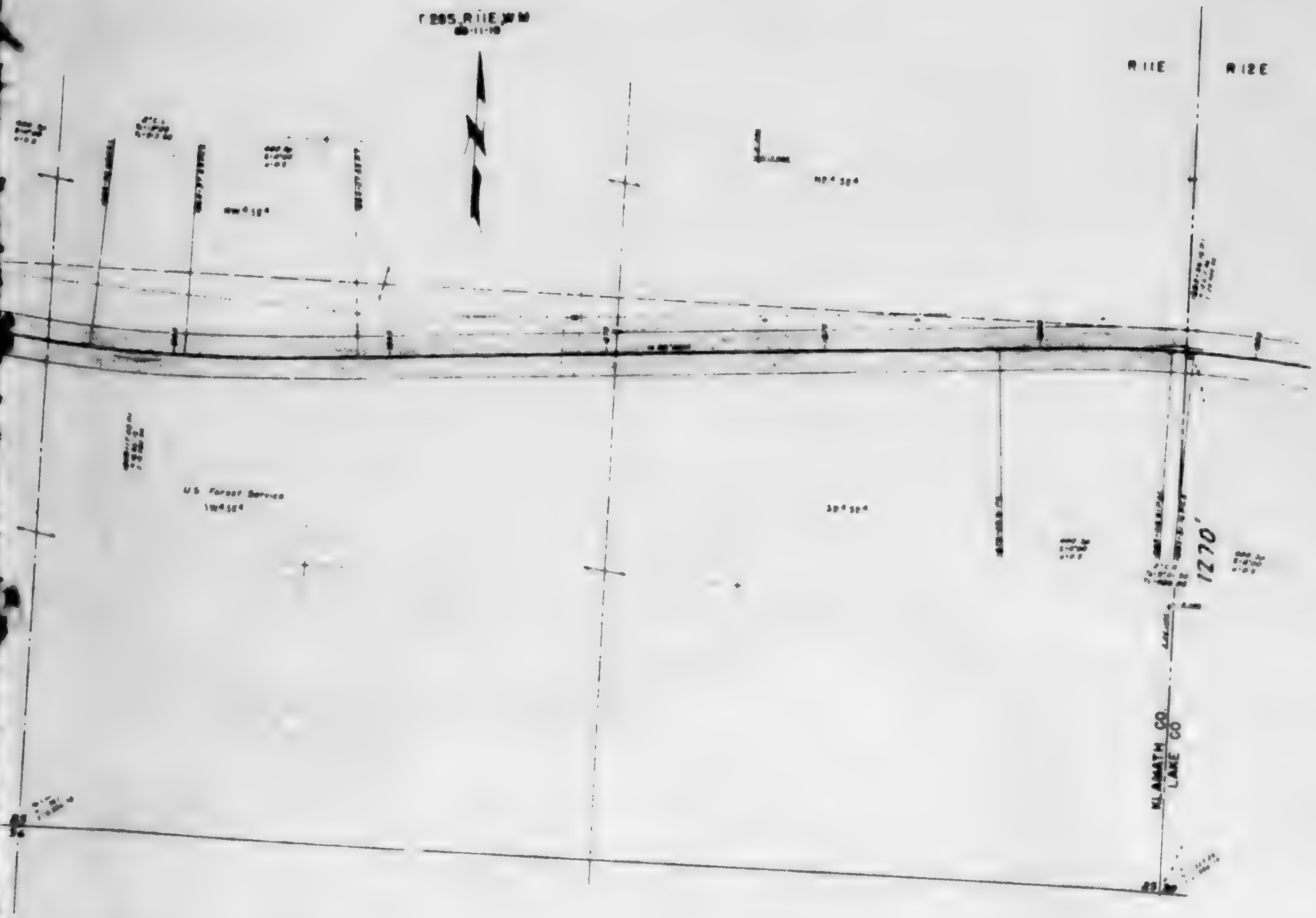

795'
508'
U.S. Forest Service
U.S. Forest Service
Weyerhaeuser Timber Co
Weyerhaeuser Timber Co


T 29S, R 11E, W.M.
508'

T 29S, R 11E, W.M.
665'


665'
U S Forest Service
Esther G Emory


T 20S, R 11E W M
NE¼SW¼
NW¼SE¼
U.S. Forest Service
SE¼SW¼
U.S. Forest Service
SW¼SE¼


T 28 S, R 11 E W M
R 11 E
R 12 E
NW¼ SE¼
NE¼ SE¼
U.S. Forest Service
SW¼ SE¼
SE¼ SE¼
1270'
KLAMATH CO
LAKE CO

NOTED
John F. Hagemann

NOTED
V R JONES

NOTED
John F. Hagemann

Copy to O'Neal
12/22/58
J.F.H.

NOTED
Harold C. Evers

CON BND 152 12-19-58 210

JOHN HAGMANN

DISPOSAL OF TIMBER ON INDIAN RES- LAKE CO LINE SEC CONTRACTOR TO CUT TRIM AND DECK ANDXXX ALL MERHOXXX MERCHANTABLE TIMBER IN STANDARD LENGTHS AT LOCATIONS DESIGNATED BY ENGINEER THE FOREST SERVICE WILL THEN SELL IT

SWIFT

BN

NOTED
C. G. SWENSON

FORM E-123-X 37.5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
John F. Hagemann

December 12, 1958

Mr. W. B. Canton
County Engineer
Klamath County Road Department
Court House
Klamath Falls, Oregon

RECEIVED
DEC 15 1958

Dear Mr. Canton:

Reference is made to your letter of November 27 concerning the application for the crossing of the Weyerhaeuser Timber Company road by the Bear Flat County Road FAS 852.

I discussed this matter with the Public Utility Commissioner and they tell me that the Weyerhaeuser Timber Company has permits for the crossing of county roads in that area and that, in view of the fact that our new location will change the points of crossing, the application for the revision should come from the County. Actually, it is a matter of very little importance who makes the application, and, since the improvement is for the benefit of traffic on county roads, I believe the County should not object to initiating the matter.

I would suggest that you again discuss this with the County Court and present my request to it that the County make the application for the crossing. We want to get this project on early in the spring and I would suggest that the matter be handled within the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. C. G. Swenson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 10, 1958

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Dear Mr. Canton:

Enclosed are five prints of a map showing the right-of-way through U.S. Forest Land as required in connection with the Forest Boundary-Lake County Line Section of FAS 852.

This same right-of-way was shown on the right-of-way maps previously forwarded you; however, it was our thought you might prefer to use the enclosed maps in your negotiations with the Forest Service.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Encl.

NOTED
C. G. SWENSON

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1958

SUBJECT: File No. 29176
Forest Bdy.-Lake Co. Line Section
Sand Creek-Silver Lake County Road
Klamath County

To: Mr. C. G. Swenson
County & City Relations Engineer
State Highway Building

Attached are five (5) prints of drawing No. 10C-33-10 which the Highway Department has started to prepare to file for the county road right of way under Section 317 of the 1958 Highway Act. However, since the county wishes to obtain this by a special use permit from the local Forest Supervisor, we are transmitting five prints for their use in making the application.

It is our understanding that you forwarded the option forms for the remainder of the job to Klamath County last week.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:bd

Encls.

cc: R. L. Porter

RECEIVED
DEC [illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

December 5, 1958

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Dear Mr. Canton:

Enclosed are four copies each of two option forms covering privately owned right-of-way required in connection with the Forest Boundary-Lake County Line Section of FAS 852.

Under separate cover I am forwarding five copies of the right-of-way map showing right-of-way for the entire project, including through the Forest Service lands. It is our understanding that the County will negotiate directly with the U.S. Forest Service for this portion of the right-of-way.

When all right-of-way negotiations have been completed please advise this office. We should also be advised of any terms of the right-of-way settlement which would affect our construction project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Encl.

NOTED

NOTED
C. G. SWENSON

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 3, 1958
Salem, Oregon

SUBJECT: Forest Boundary-Lake County Line Sec.
Sand Creek-Silver Lake Road

To: C. G. Swenson
County and City Relations Engr.
OFFICE

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with Forest Boundary-Lake County Line Section of the Sand Creek-Silver Lake Road in Klamath County. No Statements of Information were furnished.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transactions.

We are forwarding under separate cover 5 prints of map number 8B-11-19 covering this area and bearing our date of December 1, 1958.

29164	Weyerhaeuser Timber Company	28.0	acres	p-1
		3.32	acres	p-2
29165	Esther G. Emery	12.05	acres	

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC
fd
Enc. 2 options

cc: Dean Swift
cc: R. W. Cozad

RECEIVED
DEC 4 1958
ENGINEER
COUNTY & CITY RELATIONS

December 2, 1958

NOTED
V. R [illegible]

Mr. W. R. Canton
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
John F. Hagemann

Dear Mr. Canton:

Under separate cover we are forwarding for your information and review a set of plans for the Forest Boundary-Lake County Line Section of FAS 852. Right-of-way descriptions for this project will be mailed to you tomorrow or the day after.

Bids could be accepted on this project after right-of-way acquisitions and P. U. C. hearings in connection with the private logging road crossings have been completed. After you have received the right-of-way descriptions and have had an opportunity to estimate how long it will take to complete the negotiations for the right-of-way please advise so that we can schedule this project for bidding accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
[illegible]

NOTED
C. G. SWENSON

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Section: Forest Boundary – [illegible] Highway: F.A.S. [illegible] County: Klamath

Res. Engr. [illegible] Length of Project 5.07 Miles. Sta. 1623+76.33 to Sta. 1891+50 Date [illegible]

Reported Frost Penetration – 30" **TYPICAL SECTIONS** Traffic Classif. – Medium (Logging Area)

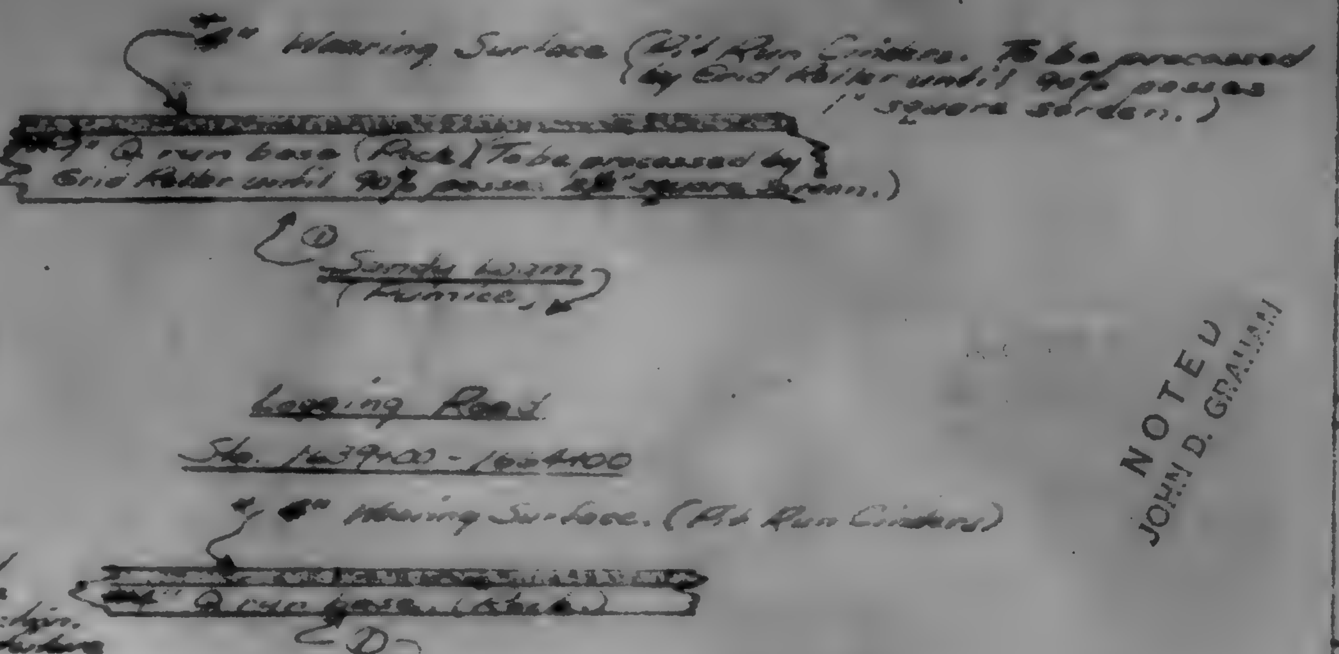
NOTED
Harold G. Ayers

NOTED
V. R. JONES

① Typical Soil
38 LL
0 PI
39 % P. 200 (17% red.)
40 % Silt
17 % Clay
80 R Value

11-12-58

Main Roadway


*4" Wearing Surface (Pit Run Cinders. To be processed by Grid Roller until 90% passes 1" square screen.)
**7" Q. run base (Rock) To be processed by Grid Roller until 90% passes 2½" square screen.)
① Sandy loam (Pumice)
Logging Road
Sta. 1639+00 - 1654+00
*4" Wearing Surface. (Pit Run Cinders)
**4" Q. run base (Rock)
D₂

NOTED
JOHN D. GRAHAM

Note:
The Division has assured that pumice soil is free draining for frost protection. Oil wearing surface at future date. Cinder base course to provide a material that can be maintained in smoothness.

Required Base & Bear. Crushed	Required Base & Bear. Not Crushed	Designed Base & Bear. Exist. Surf. Allow.	Designed Base & Bear. New Work
			*4 **7
11			13
			*4 **4
			8

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer											
Acceptable Sources: Q. NW¼ NW¼, S9, T29S, R11E. WM	453346	2.86	Rock	—	—	—	29.0	Natural Degraded	30 21	9 0	Base
G.P. 1 mi. S. of Indian Res. Line. SE¼ Sec 8, T29S, R11E. WM	463552	2.71	Cinders	—	—	—	49.0	Natural Degraded	35 27	6 0	Wearing Course

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by A. L. Decker
Soils Assistant
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by C. F. Hoglund
Asst. Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 31, 1958

File. FAS 852
Klam-Co

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
John F. [illegible]

See FAS 708, Wasco Co
for agreement.

Gentlemen:

Enclosed are four copies of a letter agreement covering exchange of $4,000 of D (Crash) funds for regular FAS funds with Wasco County. This exchange is in accordance with my letter of October 22 and covers unused D funds which were available to Klamath County.

If satisfactory please sign all copies and return three signed copies of the agreement to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. G[illegible]

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

October 22, 1958

NOTED
V. R. JONES

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On October 21 a satisfactory bid was received from Tom Lillebo Construction Company of Reedsport for constructing the Lost River (Langell Valley) Bridge on FAS 430. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$34,101.00
12-1/2% Engineering & Contingencies	4,262.63
Estimated Total Cost...............	$38,363.63
Advance Deposit of 5%..............	$ 1,900.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Based on the above bid it is estimated that Klamath County will have an unused balance of D (Crash) funds of $4,000 (including federal, state, and county funds). As this amount is too small to contract by itself and as all D funds must be under contract by December 1, 1958, we have arranged for you to exchange this amount with Wasco County for a similar amount of regular FAS funds. This will permit you to utilize the $4,000 in combination with other regular FAS funds on the Forest Boundary-Lake County Line Section of FAS 8[illegible] when it is ready to contract.

If the above exchange is satisfactory to the Court, this office will arrange for the execution of a letter agreement accomplishing it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Rcvd
11/25/58
Cmt # 5375

JFH:mm
cc: Mr. W. R. Canton.

NOTED
[illegible]S

NOTED
Harold C. Ayers

Salem, Oregon
October 24, 1958

Mr. Tom Edwards
OFFICE

Klamath Indian Reservation-
Lake County Line Section,
FAS 852, Klamath County

The field data for the subject named project has been examined and the following comments are offered:

(1) The typical section on the profile and sketch map does not agree with the specifications. The typical section shows a 2" leveling course. The specifications describe a 4" grid-rolled cinder leveling course and wearing surface which is believed to be correct.

(2) The project description in the specifications gives the east end as 1891+50, Lake County line. The plan map shows the Lake County line at approximately 1883+40.

(3) On June 10, 1958, a copy of a letter to Mr. Canton, Klamath County Engineer, from R. J. Brookins, District Forest Ranger, advising of the general procedure for obtaining right-of-way through the national forest, was forwarded to your office. A check should be made to see if the proper procedure has been followed.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Frank Hall
V. G. O'Neil

NOTED
C G SWENSON

MEMO TO J. W. NASH
10/24/58

FAS 852, KLAMATH COUNTY

TERMINI: From Klamath Indian Reservation, northeast to Lake County Line (Klamath Indian Reservation - Lake County Line Section).

PROPOSED WORK: Grade, drain and construct two-lane low type surface.

LENGTH: 5.07 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$180,000.	$108,000.	$36,000.	$36,000. (Co.)

EXISTING FACILITY:
ROADWAY: 12' to 20' unsurfaced road.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: 26' wide cinder wearing surface.
EAST END: 26' wide gravel wearing surface on 28' roadway.

PROJECT DATA: Grade, drain to improve grade and alignement, and construct 26' wide grid-rolled cinder wearing surface on grid-rolled rock base.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: There are three grade crossings with private logging roads and a P. U. C. hearing is required to determine the protection required at these crossings.

FAS Route 852 connects FAP Routes 4 and 16 and gives access to large timber stands.

JFH:cg

NOTED

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED

October 7, 1958

RECEIVED
OCT -7 1958

Mr. W. R. Canton
County Engineer
Klamath County
Klamath Falls, Oregon

NOTED
JOHN D. G[illegible]

Fas 852

Dear Mr. Canton:

In the FAS project on county roads on the Kirk-Silver Lake Road is a project from the forest boundary to the Lake County line which crosses the privately owned and operated logging road of the Weyerhaeuser Timber Company. It is necessary that we have a Public Utility Commissioner hearing on these crossings.

Since this is a county road which will be under the County's jurisdiction, the permit should be to the County and the application should be made by the County. I would suggest that you have your District Attorney make the application. The project will be scheduled for construction next spring and will probably be put under contract some time this winter so that the permit matter should be cleared up as soon as practicable.

Under separate cover I am sending seven prints of the map for each of these crossings. The first of these crossings is in Section 4, Township 29 South, Range 11 East. The crossing is at Highway Station L 1625+64.5 and at an assumed station of 10+00 on the private logging road. The center line of the county road and the logging road intersect at an angle of 55° 2' in the northeast quadrant. The logging road is on an ascending grade of approximately 2 percent toward the west. The county road is ascending at a grade of 0.2 percent toward the north. The sight distance is approximately 500 feet each way from the crossing on both the logging road and the county road. There is an existing road at approximately the same location as the proposed crossing which will be obliterated by the new construction.

The second crossing is in Section 25, Township 28 South, Range 11 East. The crossing is at County Road Station L 1869+26 and an assumed station of 10+00 on the logging road. The center line of the county road and the logging road cross at an angle of 88° 6' in the northeast quadrant. The logging road is on a grade of approximately 3 percent ascending toward the north and the county road is on a grade of 1.26 percent ascending toward the west. The sight distance is approximately 400 feet each

NOTED
C. G. SWENSON

way from the crossing on the logging road and approximately 500 feet each way from the crossing on the county road.

Both these projects are to be constructed from federal aid, state and county funds and no contribution can be requested from the Weyerhaeuser Timber Company. The county road will be constructed with 20 feet of surfacing and a 2-foot shoulder on each side. The surfacing will be unoiled macadam.

The present traffic on the existing road averages 12 vehicles per day and it is anticipated that when reconstructed the road will carry 30 vehicles per day. There are approximately 20 logging trucks operating on the logging road making a maximum of two round trips per day, or a total of 80 log-truck movements. In view of the heavy log-truck traffic and the relatively light county-road traffic, we will agree to place stop signs on the county road, causing all traffic to stop before crossing the private logging road.

I believe this will give sufficient information to make the application to the Public Utility Commissioner and I would suggest that six prints of each of these maps accompany the application.

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
By G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. C. G. Swenson

RECEIVED
1958
ENGINEER
COUNTY & [illegible]

6-12-58

NOTED
John F. [illegible]

LOCATION PROSPECTUS, KLAMATH INDIAN RESERVATION-LAKE COUNTY LINE SECTION
KLAMATH COUNTY ROAD NO. 852

NOTED
JOHN D. GRAHAM

The following prospectus is submitted regarding the above mentioned section. The Westerly end of the survey is the North boundary of the Klamath Indian Reservation, Section 4, Township 29 South, Range 11 East. The easterly end of the survey is the county line common to Klamath and Lake Counties in Section 25, Township 28 South, Range 11 East. The overall length of the project is 5.0 miles.

This is a location survey for the preparation of plans and specifications for a grading and crushed rock surfacing project. The general route, as selected by the Klamath County Engineer, closely approximates the existing facility. There are no towns involved in the survey.

A routine soils analysis will be made to determine the required depth of surfacing. There are no special drainage problems. There is no anticipated need for economic analysis.

The 1956 ADT is 12, the projected 1975 ADT is 30. This will be a Class "F"-45 highway with a maximum grade of 6% and maximum curvature of 10°. The section will be graded to a 30-foot subgrade with the finished typical section to be two 10-foot running lanes with 2-foot shoulders. The final base design is to be determined upon completion of soils investigation.

The estimated rise and fall of 180 feet and total central angle of 400° is comparable between the new and existing facilities.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

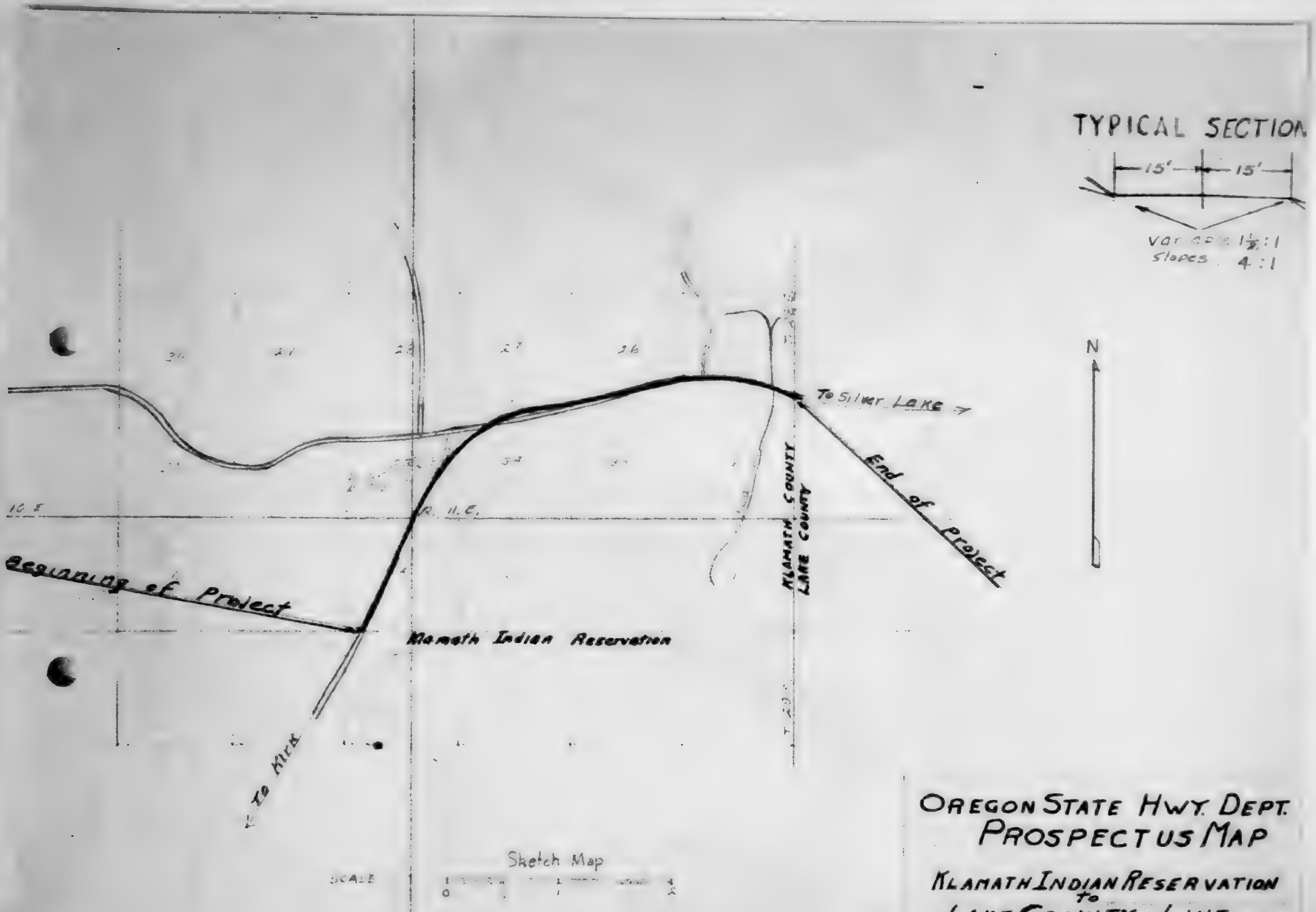
This is to be an unrestricted access facility. There are no railroad crossings. There is one crossing of Bear Creek. There is an "at grade" crossing of a private logging road which may require a P. U. C. hearing.

There is an existing quarry located one mile south of the westerly end of the project. This source contains an estimated 200,000 cubic yards of material and has adequate haul roads.

An agreement with Klamath County will be required. The county will make disposition of the existing right of way not utilized on this project.

There are no State Parks in the vicinity.

June 12, 1958
Attachment
cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift
W. Reid Meritt
F. B. Crandall
C. H. Armstrong
D. J. Barbee
Jay Blair
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance


TYPICAL SECTION
15'
15'
Variable 1½:1
Slopes 4:1
N
Beginning of Project
Klamath Indian Reservation
To Kirk
R. 11 E.
KLAMATH COUNTY
LAKE COUNTY
To Silver Lake
End of Project
Sketch Map
SCALE
0
1
2

OREGON STATE HWY. DEPT.
PROSPECTUS MAP

KLAMATH INDIAN RESERVATION
to
LAKE COUNTY LINE
KLAMATH CO.

June 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
June 10, 1958

Mr. Tom Edwards
OFFICE

Forest Boundary-Lake County Line Section
FAS 852, Klamath County

NOTED
John F. Hagemann

The attached letter was forwarded this office by the Klamath County Engineer. It refers to the subject named county FAS project which was approved by the Highway Commission 5/8/58.

I don't imagine the survey is too far along; however, the information contained in the attached letter should be used as a guide in setting up a letting date.

The method outlined in the attached letter is for obtaining right-of-way through Forest Service lands without the necessity of the county making a direct payment for the timber to be removed in clearing operations. The Forest Service sells the timber in advance of the clearing operation and then gives the county a free use permit.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
W. R. CANTON
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

June 6, 1958

RECEIVED
JUN 1 [illegible] 1958
ENGINEER
COUNTY & [illegible]

✓

Mr. John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Dear John:

For your information, I am attaching a copy of a letter I received today. Will you please see that it arrives at the place it will do the most good.

Best personal regards.

W R Canton
W.R. Canton
County Engineer

WRC/ok
enclosure

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
FREMONT NATIONAL FOREST

Silver Lake, Oregon
June 4, 1958

Klamath County Engineer
Klamath Falls, Oregon

Dear Sir:

We are assuming you plan to do some reconstruction work on our Bear Flat Rd. in Section 25,26, 33, 34, T 28S, R 11E this year. If this is the case, we will need to know your exact road location & clearing width at least 6 wks. in advance of beginning operations to allow us ample time to cruise, appraise, & advertise for 30 days, the timber which will be removed.

Prior notice to us of your planned operations would prevent any delays for you in obtaining the necessary right-of-way & starting construction.

Very truly yours,

R J Brookins
R. J. Brookins
District Forest Ranger

Clort Highway

RECEIVED

JUN 6 - 1958

KLAMATH COUNTY ROAD DEPT.
BY________

4-21-58

KLAMATH COUNTY
PROPOSED PROJECTS

FAS 430 - Lost River (Langell Valley) Bridge, $40,000. This bridge is located at Langell Valley and is over the Lost River.

The proposed project is to replace the existing 133' long pile trestle bridge with a new structure having a roadway width of 26' with 3-1/2' sidewalks on each side. The FAS project will be for the structure only including removal of the existing bridge. The road will be closed during construction. Mr. Canton, County Engineer, is of the opinion the bridge can be shortened. He should be contacted prior to making the survey and design.

✓ FAS 852 - Forest Boundary-Lake County Line Section, approximately 5 miles, $185,000. This section extends from the Fremont National Forest boundary in Section 9, Township 29 South, Range 11 East, northeasterly to the Lake County line.

The proposed project is to grade, place base material, and construct a crushed rock wearing surface 24 feet in width. There is a rock quarry located approximately 1 mile from the west end of the project and also cinder sources in the area. If acceptable, a bottom course base of cinders processed with a grid roller and a crushed rock wearing surface would be the most economical design.

Mr. Canton, County Engineer, should be contacted prior to making the survey. The funds programmed above are preliminary estimates only and may be adjusted as more accurate information becomes available.

[illegible] 5/1/58

4/21/58
(58-c)

10-3321 Umpqua Lighthouse St. Park 1959
Overnight Camping Area
45515

RECEIVED
1960
FOR FILING
[illegible]
5515

August 24, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5515 for construction of the Umpqua Lighthouse State Park Overnight Camping Area on the Oregon Coast Highway in Douglas County was completed by the contractor, Austin Construction Co., on June 10, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $2,714.97 will be released to the contractor on or after September 3, 1960. The total contract amount is $32,966.08, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
W. Howard Jones, Resident Agent
45 W. 11th Avenue
Eugene, Oregon

A

Form E-1—(Rev.)—

-3321

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1960

Section Umpqua Lighthouse State Park

Highway Oregon Coast County Douglas

Contractor Austin Construction Company

Date of contract July 7, 1959

Date work started July 12, 1959

Project authorization $45,070.89

Exclusive of engineering $41,865.85

Kind of work Overnight Camp

Section prefix 10-3321

Contract number 5515

Specified work days 60

Work days used 52

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering $42,389.39

Estimated per cent overrun ~~or underrun~~ 1.3 %

Per cent of contract completed, based on estimated cost (Grading Items) 100 %

Engineering authorization $3,205.04

Engineering cost to date $1,618.27, 50 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished grading and surfacing on Monday.

L. R. Chandler over job Monday and found grading portion of project to be satisfactory.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUN 13 1960
NOTED-- CE ACE ACE COE

Signed B. D. Johnson B. D. Johnson

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.36 XXXX	0.36			
Miles partially completed	0.36	0.36			
Miles completed					
Total estimated quantities (contract)	6,300	1,500			
Total quantities corrected to date	6,334.4	1,531			
Estimated quantities moved or placed to date	6,334.4	1,531			
Average daily quantities	122	29			
Average daily quantities necessary to complete project on time	---	---			
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1........, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ..I......, Compaction rollers ...., D. Tr. ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday			
Saturday			

RECEIVED
AUG 3 - 1959
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

10-3321

5515

July 31, 1959

Austin Construction Company
1390 Kalmia Street
Junction City
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5515, awarded July 2, 1959,
for overnight camping area construction
in Umpqua Lighthouse State Park on the
Oregon Coast Highway, Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

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JUL - 3 1959
FOR FILING

11-22-1.

5515

July 2, 1959

Austin Construction
1390 Kalmia Street
Junction City, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5515 for construction at the Umpqua Lighthouse State Park Overnight Camping Area in Douglas County.

This award was based on your bid of $32,413.01, which was the low bid submitted to the Commission on July 1, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
C. H. Armstrong

S-434(1) N. Umpqua Jct.-Diamond Lake 1959
Sec. (Stone base & Pav.)
#5516

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-20-61	CC 725		510-1063-297

Contract 5516
S-434(1)

Douglas County Court
Courthouse
Roseburg, Oregon

INVOICE NUMBER
72641

NOTED
DON HARWELL

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: North Umpqua Junction-Diamond Lake Section on FAS 855. Covered by agreement dated July 2, 1959.			
Original advance deposit		$55,300.00	
Less amount originally transferred		45,300.00	
Balance Advance Deposit			$10,000.00
County share cost as per attached statement		$50,266.06	
Less amount previously transferred		45,300.00	
			4,966.06
To be refunded			$ 5,033.94

ACKNOWLEDGMENT OF BILLING REQUES
[illegible]
By

A 150 (REVISED 7-60)

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
V. R. JONES

December 20, 1961

NOTED
Harold C. Ayers

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Final costs are now available for the North Umpqua Junction-Diamond Lake Section, Contract #5516, on FAS 855 as shown in the attached cost statement. In accordance with an agreement dated July 2, 1959, a refund of $5,033.94 is due the County in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County and City Relations Planning Engineer

VRJ:mm
Att.

RECEIVED
SEP 6 1961
FOR FILING

5516

September 6, 1961

J. C. Compton Co.
McMinnville
Oregon

Attention: Mr. Kenneth Twedt

Gentlemen:

This is to acknowledge your letter of September 1 concerning the F. H. McEwen Contract No. 5516 for stone base and paving the North Umpqua Jct.-Diamond Lake Section of the Cascade Lakes Road.

This contract was completed September 16, 1960, and accepted by the State Highway Commission November 3, 1960.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

J. C. COMPTON CO.

HIGHWAY CONSTRUCTION GENERAL CONTRACTORS

Home Office—Telephone 1061
McMINNVILLE, OREGON

September 1,1961

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Would you please advise us as to the date the Commission made final acceptance of Contract #5516, N. Umpqua Jct. -Diamond Lake Section.

Respectfully
J. C. COMPTON CO.
Kenneth Twedt
Kenneth Twedt

CCC, please reply
FQ

RECEIVED
SEP 5 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

Floyd Query

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JUL 14 1961
FOR FILING
5516

AGENDA
JUL 28 1961
3 w

~~AGENDA
JUN 27 1961~~

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 14, 1961

Oregon State Highway Commission

Re: Legal Action of F. H. McEwen
vs.
State of Oregon, by and through
its State Highway Commission

Gentlemen:

On June 12, service of Complaint and Summons was made upon the Secretary to the Commission in the above matter, in which Mr. McEwen, a contractor, has sued the State of Oregon, through its State Highway Commission, on three counts involving the following sums:

On the first count:	$24,837.75
On the second count:	2,118.75
On the third count:	7,916.78
	34,873.28

The allegations in substantiation of the first count are that as part of their work under a contract with this Department they were ordered to stockpile certain aggregate material in one stockpile and that later they were ordered to place the material in two stockpiles at an additional cost to them of $24,837.75.

The second cause of action is based on a demand by the State that the contractor perform additional services and work relative to 3/4" - 0 material in a leveling course and that this extra

NOTED
FLOYD QUERY

C.C.R.

work amounted to $2,118.75.

The third cause of action is based upon the demand by the plaintiff that the Highway Department pay to him $7,916.78, as being withheld as a retained percentage.

The claim had been made against this Department for the above amounts prior to the filing of this action; and, after consideration, the claim was rejected as being without foundation.

This matter has been turned over to our Trial Section for assignment and I shall keep you informed as to the progress of the action.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: W. C. Williams
Forrest Cooper
Floyd Query
C. H. Maison
Robert Y. Thornton

Forrest Cooper

RECEIVED
FEB 20 1961
FOR FILING

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

8-434 (1)
5516

1957

February 17, 1961

Ralph F. Cobb
Luvaas, Cobb & Richards
Attorneys at Law
307 Eugene Legal Center
858 Pearl Street
Eugene, Oregon

Re: Claim of F. H. McEwen, Contractor
North Umpqua Junction-Diamond Lake Section
Cascade Lakes Road, Contract No. 5516

COPY

Dear Mr. Cobb:

Reference is made to your letter of February 2, 1961, directed to Mr. Forrest E. Cooper, Deputy Highway Engineer, concerning two claims made on behalf of your client, Mr. F. H. McEwen, on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road, Contract No. 5516.

As stated in your letter, a meeting was held between the State Highway Department and the contractor in our office a short time ago.

Undoubtedly, Mr. McEwen has communicated directly with you and has told you that we do not feel there is any justification for making any adjustments respecting either claim. However, solely as a matter of compromise, and in no way admitting that there is any justification for said claims, we are disposed to make a compromise offer of settlement. If your client agrees, we are willing to offer him the sum of $2,035.53 as full and complete settlement of any and all claims made by him on this project. If this compromise offer of settlement is satisfactory, please have your client sign each copy of the enclosed price agreement, and forward them to Mr. F. D. Morgan, Division Engineer, Roseburg, for processing.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

LIL:bp
Enc.
cc: Forrest Cooper ✓
Tom Edwards
F. D. Morgan
F. H. McEwen

y

Salem, Oregon
February 10, 1961

Mr. Ralph F. Cobb
Luvaas, Cobb and Richards
Attorneys at Law
307 Eugene Legal Center
858 Pearl Street
Eugene, Oregon

Dear Mr. Cobb:

Reference is made to your letter of February 2, 1961 concerning a claim in behalf of your client, F. H. McEwen, on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road, Contract No. 5516. As stated in your letter, a meeting was held between the State Highway Department and the contractor in our offices a short time ago.

Undoubtedly, Mr. McEwen has communicated directly with you and has told you that we deny Claim No. 1 in the amount of $24,837.75 for rescreening asphaltic concrete aggregates. Claim No. 2, in the amount of $2,118.75, appears to have element of justification and we have undertaken a cost analysis of it. This audit substantiates costs of $2,035.53.

We therefore offer the sum of $2,035.53 for settlement of all claims on the project. If this offer is satisfactory, please have your client sign each copy of the enclosed Price Agreement and forward to Mr. F. D. Morgan, Division Engineer, Roseburg, for processing.

Very truly yours,

FBK:fp

Enc.

cc Mr. F. H. McEwen
1673 Villard Street
Eugene, Oregon

Tom Edwards
F. D. Morgan

PLEASE RETURN TO
FORREST COOPER

LUVAAS, COBB & RICHARDS
ATTORNEYS AT LAW
307 EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE, OREGON

JOHN L. LUVAAS
RALPH F. COBB
JOE B. RICHARDS

TELEPHONE
DIAMOND 5-0501

February 2, 1961

W. C. Williams
State Highway Department
State of Oregon
State Highway Engineer

Attn: Mr. Forrest Cooper
Deputy State Highway Engineer

RE: F. H. McEwen

Gentlemen:

Some time ago, claims were forwarded by the undersigned with respect to F. H. McEwen in the amount of $24,837.75 with respect to contract no. 15516 on the North Umpqua Junction-Diamond Lake Section, and a further amount of $2,118.75 on the same contract.

I am advised that you had a conference with Mr. McEwen directly on this matter some time ago and that an immediate answer would be forthcoming.

It is necessary that we have some immediate knoledge as to what the State intends to do in this matter so that action can be taken to protect Mr. McEwen's interest if the claims are not so paid. Your immediate attention is required and requested.

Thank you very kindly.

Yours very truly,

RALPH F. COBB

RFC/j

RECEIVED
FEB - 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 2-30X 50M 2-60 26119
FOR FILING
1-4-61 (1)
5516

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
January 4, 1961

SUBJECT: North Umpqua Jct.-Diamond Lake Section
Cascade Lakes Road
Contract No. 5516

To:
MEMO TO THE FILES

A meeting to discuss two claims presented by the contractor on this section was held in the Construction Department offices this date. Members of the Highway Department taking part in this meeting are listed below:

Tom Edwards	Construction Engineer
L. H. Young	Assistant Construction Engineer
F. B. Klaboe	Field Construction Engineer
L. R. Chandler	Assistant Division Engineer
J. R. Putnam	Assistant Division Engineer
K. D. Limbocker	Resident Engineer
J. C. McCormick	Resident Engineer

Those representing the contractor were Mr. F. H. McEwen, Contractor, and Mr. Dennison, Contractor's Foreman.

Claim No. 1, in the amount of $24,837.75 against Item No. 16, Asphaltic Concrete Mixture, was first discussed. The files on this job contained numerous referencesto the claim and I will not set down here all the facets leading to the claim. The pertinent facts brought forth at this meeting today are listed below:

1. The contractor claims that he was informed by the resident engineer that he would be allowed to crush and stockpile paving aggregates in one size rather than to stockpile them in the two normal sizes. He further claims that he was not informed that he would have to split the material into two sizes prior to manufacturing the asphaltic concrete material until he already crushed most of his material.

2. The resident engineer states that he did tell the contractor that he could crush and stockpile the material in one size if he desired to, but that he would have to split said material into two separate sizes before manufacturing the asphaltic concrete mixture from it. (Note: Obviously from these statements the resident engineer and the contractor hold completely opposite views on what was said in the initial stages of the asphaltic concrete aggregate manufacture.)

3. The contractor made the statement that he had specifically

NOTED
FORREST COOPER

asked this question of the resident engineer and further stated that after he had left said Resident Engineer's office he and his foreman discussed the advisability of getting a letter setting forth the resident engineer's interpretations. By this action, it appears they were aware of the fact that the State always requires two sizes of aggregates on jobs of this size. It appears that the contractor did, in fact, attempt to contravene the intent of the specifications. This is further evidenced by his statements that he was aware of the standard specification requiring that aggregates be split into two sizes and of the practice concerning said standard specification.

4. It was also brought out during the meeting that the contractor had crushed as yet an undetermined amount of material for both the County and the Diamond Lake Resort owners (This amount is probably in the neighborhood of 11,000 to 12,000 tons) during his operation.

5. It was also shown that the contractor was officially notified by letter on November 2, 1959 that he would have to split the material before incorporating it into the asphaltic concrete mixture. At this time, he still had not crushed the necessary 3/4"-0 for the leveling course and for the county and Diamond Lake Resort people. In other words, he could have, on the November 2 date, converted his plant to crush the material into two sizes and use profitably all the material he had already manufactured. This he elected not to do apparently fearing that the time lost converting his plant would eventually result in the crushing operation being shut down before completion due to snow.

Inasmuch as the contractor could not, in our opinion, substantiate his claim, he was told that we would recommend to higher authority that this claim be denied entirely.

It does seem important at this time, however, to analyze the details of the monetary claim in the event that we will, at some future time, have to defend a legal action concerning it. Mr. Juve will be instructed to make this analysis. The resident engineers concerned with the project were also instructed to prepare and forward to this office detailed drafts and/or reports concerning the amount of the material manufactured for the various parties and the pertinent dates.

Claim No. 2, in the amount of $2,118.75 against Item No. 11, 3/4"-0 Material in Leveling Course, was next discussed. This claim results from the resident engineer instructing the contractor to stockpile 2,000 tons of 3/4"-0 material in the fall of 1959 for use to patch and level said leveling course prior to the paving operation in 1960. This claim has some merit inasmuch as the leveling course was never blue topped but rather put in as an "eye ball" job and further that the contractor was told to, more or less, evenly spread the 2,000 tons over the grade the following year. It was determined that we would also turn this claim over to Mr. Juve for his analysis concerning the monetary units used.

It will, therefore, be recommended that we attempt to settle both claims on this project with the contractor with a Price Agreement in a suitable amount approximating the amount of Claim No. 2.

Tom Edwards
Construction Engineer
By
F. B. Klaboe
Field Construction Engineer

FBK:fp
cc Forrest Cooper
F. D. Morgan M.N. Juve
K.D. Limbocker J.C. McCormick

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FORM E-80X
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FOR FILING
S-434 (1)

5516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1960

SUBJECT: North Umpqua Jct.-Diamond Lake
Section
Cascade Lakes Road

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to two claims presented by the contractor, F. H. McEwen, on this section. Mr. McEwen was in the office today and discussed the matter at some length.

As a result of this discussion, we have established a time of 9 A.M. January 4 for a conference to be held between the various parties in Salem.

Please therefore arrange for the following people to be present here at this time:

F. D. Morgan
L. R. Chandler
J. F. Putnam
K. D. Limbocker
Jack McCormick

You should bring with you all the information you have concerning these claims.

Tom Edwards
Construction Engineer

By
F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper

RECEIVED
DEC 27 1960
OFFICE OF
[illegible] ENGINEER

RECEIVED
DEC 15 1960
FOR FILING

December 14, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5516 for stone-base-paving on the North Umpqua Jct.-Diamond Lake Section of the Cascade Lakes Road in Douglas County was completed by the contractor, F. H. McEwen, on September 16, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $7,916.78 will be released to the contractor on or after December 23, 1960. The total contract amount is $261,721.05, of which amount $1,990.57 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

RECEIVED
[illegible] 1960

S-434 (1)

5514

H

December 13, 1960

Luvaas, Cobb & Richards
Attorneys at Law
558 Pearl Street
Eugene, Oregon

Attention: Mr. Ralph P. Cobb

Gentlemen:

Reference is made to your letter of November 21 in which you press for action on two claims submitted in behalf of F. H. McEwen Company, contractors on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Highway, Contract No. 5516.

These claims have been analyzed by the Resident Engineer, the Division Engineer, and members of the staff in Salem. The claim in connection with the additional screening required on the asphaltic concrete aggregates has been denied on several previous occasions. None of the information presented in connection with this claim tends to shed any further light on the subject. Our position with respect to this claim has therefore not changed.

A second claim in the amount of $2,118.75 for extra costs involved in placing 2,000 cubic yards of 3/4"-0 material in leveling course during 1960 was also included. Our analysis of this claim leads us to believe that there may be some justification for partial payment.

In order to better exchange information in connection with this second claim, we suggest that a conference be held in Salem to discuss the matter. Please contact Construction Engineer Tom Edwards and arrange a suitable time for this meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. L. I. Lindas

FBK:fp fn

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1960

SUBJECT: North Umpqua Jct.-Diamond Lake
Section
Contract No. 5516

To:

MEMO TO THE FILES

We have two claims from the contractor, F. H. McEwen, on this section. Claim No. 1 in the amount of $2,118.75 is against Item No. 11, 3/4"-0 Material in Leveling Course. Claim No. 2 in the amount of $24,837.75 is for rescreening paving aggregates which were originally manufactured in one size. An analysis of these claims follows:

CLAIM I

The contractor states that he was required to stockpile some 2,000 tons of 3/4"-0 material during the fall of 1959 for use to patch out raveling and rutting which might take place during the winter of 1959-60. He is claiming move-in costs for a blade, roller and truck plus reprocessing costs of the base and processing costs involved in laying the additional 2,000 tons. This claim is without merit except for one part of the claim - namely, stockpiling and reloading 2,000 tons of aggregate at $0.20 per ton for a total of $400.00.

The standard specs state that the contractor shall immediately prior to applying the binder course shall shape and smooth the base so as to bring it to the specified crown and to smooth surface. This would require moving in roller, grader, trucks for spotting, etc. It would also require using this equipment to true up the grade.

On the matter of ordering the contractor to stockpile the 2,000 tons and place the next season, we are not on quite as firm ground. We believe that it is normally a good engineering practice to proceed in this manner and have the right under Article 1.5.1 to instruct the contractor to follow our outline on such matters.

We have used this method with many contractors over the years without apparent complaint. Nevertheless, I feel we are obligated to pay the contractor for costs involved in requiring him to stockpile and reload the material. After all, if he doesn't wast to stockpile and reload, he still has to true up the grade before applying the binder.

The cost of $0.20 per ton seems reasonable and I recommend that it be paid. If this is approved, we would offer $400.00 for stockpiling and reloading.

CLAIM 2

Claim No. 2 is based on the allegation by the contractor that the resident engineer on the project ordered and allowed him to crush the asphaltic concrete materials in one size. The contractor further alleges after he had produced these asphaltic concrete aggregates and stockpiled them he was required to split them into 3/4"-¼" and ¼"-0 fractions. This splitting or rescreening was accomplished at the order of our engineer and cost the contractor, according to his records, $24,837.75.

This claim is completely unfounded and has been analyzed heretofore by Mr. Tom Edwards, Mr. L. R. Young, Mr. G. W. Harra and Mr. Frank Morgan. All of these people have arrived at this same conclusion. For the record, I set forth below the facts leading to the claim.

1. The contractor began crushing 3/4"-0 materials on September 24, 1959 and continued crushing said materials at a fairly steady pace up to November 16.

2. The material crushed between September 24 and October 21 was just about enough 3/4"-0 material to supply the necessary amount for the 3/4"-0 material in leveling course and shoulders bid items.

3. On October 12, 1959, the resident engineer's diary contains a statement that the contractor asked this date for permission to crush the aggregates into one pile and later on before using said materials split the material into two piles. Permission was granted for this method of operation by the resident engineer.

4. On October 21, Assistant Division Engineer Putnam wrote to Resident Engineer Limbocker stating that if the contractor insisted on crushing the paving aggregate in one size, there was nothing we could do about it. However, he would be required to split the material before being incorporated into the paving operation. This information was also passed on to the contractor by the Resident Engineer.

5. It will be noted by these statements above that the contractor was informed that he would be required to provide two separate sizes of material for asphaltic concrete prior to the time that he had completed manufacturing the 3/4"-0 material for the leveling course and shoulders.

6. On June 28, 1960, Mr. Edwards wrote McEwen's attorneys again rejecting this claim on the basis that the specifications clearly provide for separation of the aggregate into fine and coarse grades.

It is therefore recommended that this claim be denied in total. I enclose a rough draft of a letter to the contractor's attorneys.

Tom Edwards
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.
cc Forrest Cooper ✓
Leonard I. Lindas
F. D. Morgan

RECEIVED

RECEIVED
NOV 28 1960
FOR FILING

L-434 (1)

5516

November 25, 1960

Luvaas, Cobb & Richards
Attorneys at Law
307 Eugene Legal Center
858 Pearl Street
Eugene, Oregon

Attention: Mr. Ralph F. Cobb

Gentlemen:

This is to acknowledge your letter of November 21 and enclosed copies of claims, dated October 24, 1960, pertaining to Item 16 in the F. H. McEwen Contract No. 5516. Your letter and attachments are being referred to Mr. Tom Edwards, our Construction Engineer.

Thank you for furnishing us with this additional information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mr. Tom Edwards
CWH:fp

LUVAAS, COBB & RICHARDS
Attorneys at Law
307 Eugene Legal Center
858 Pearl Street
Eugene, Oregon

C
O
P
Y

November 21, 1960

Oregon State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

This will acknowledge your letter of November 18, 1960.

I am enclosing a copy of the letter sent you on the 24th of October with regard to the claims of $24,837.75 and $2,118.75

If there are any further questions with regard to this, please let us know. Also, we would like to know the status on thiscase.

Very truly yours,

/s/ Ralph F. Cobb
RALPH F. COBB

4

RECEIVED
OCT [illegible] 1960
FOR FILING

5-4[illegible] (1)

5516

October 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. H. McEwen on contract #5516 for stone base-paving the North Umpqua Jct.-Diamond Lake Section of the Cascade Lakes Road in Douglas County.

This payment, in the amount of $17,640.22, will be released to contractor on or after November 4, 1960. The retained percentage is $7,788.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT [illegible] 1960
FOR FILING
S. 434 (1)
5516

Salem, Oregon
October 21, 1960

North Umpqua Junction-Diamond Lake
Section
Cascade Lakes Road

Mr. Frank Morgan
Division Engineer
Roseburg, Oregon

As we are all aware, we are always quite willing to criticize when projects are completed to something less than perfection.

On Thursday, October 20, returning from Klamath Falls I had the opportunity to drive over this recently paved section and on down the North Umpqua into Roseburg.

I am sure that Mr. Williams would wish me to ask you to express to your people our congratulations on a project which in my opinion, for what it is worth, is as smooth and "spit and polished" a job as I have seen in many a year.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

NOTED
C. G. SWENSON

NOTED
H. S. COX

September 30, 1960

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
Harold G. Ayers

Gentlemen:

This is to advise you that work on the North Umpqua Junction-Diamond Lake Section of FAS 855 was completed on September 16, 1960.

Under the terms of the agreement dated July 2, 1959, the County agreed to assume maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 30 Sept 60, 19

Section Ne Umpqua Junc - Diamond Lake

Kind of work stone base, paving

Highway Cascade Lakes County Douglas

Section prefix 510-1063

Contractor F H McEwen

Contract number 5516

Date of contract 2 July 59, 19

Specified work days 140

Date work started 14 July 59, 19

Work days used 143

Project authorization $ 288,214.38

Exclusive of engineering $ 267,744.68

Per cent of time elapsed 102 %

Estimated cost of completed project, exclusive of engineering $261,592.32

Estimated per cent overrun or underrun underrun 2.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 20,467.20

Engineering cost to date $ 20000, 98 %

Date project was completed 16 Sept 60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	0	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has dozer, 2 tanks, steel frame and some burning of debris left at quarry site. Project completed otherwise.

Semi-final submitted to Division Office, Friday, 30 September.

J F Putnam, Asst Div Engr, over project Friday.

FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED-- CE ACE ACE COS

NOTED

Signed Jack C. McCormick res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.39	8.39			8.39
Miles partially completed	8.39	8.39			8.39
Miles completed	8.39	8.39			8.39
Total estimated quantities (contract)	600 hr	37,400 ton			25,830
Total quantities corrected to date	1386 hr	37,900			23,188.8
Estimated quantities moved or placed to date	1383	37,900			23,188.8
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift	0	0			0
Average force on project for week	0	0			0

Men

Supervision

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	cloudy		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday			

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SEP . 1960
FOR FILING
8-4317 (1)
5516

September 29, 1960

Request for Extension of Time
No. 9
September 29-30 Meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Highway, Contract No. 5516, has requested ten additional workdays to complete the contract without the assessment of liquidated damages.

Subsequent to the award of the contract, plan changes were made which more than doubled the bid amounts of equipment rental time. This change, due to plan changes, increased the contract amount about four per cent. Under these circumstances, the contractor would be entitled to five additional workdays. However, the contract has been completed with only a three-day overrun of workday count.

It is, therefore, recommended that the workday count on this project be increased three days from 140 to 143 without assessment of liquidated damages.

The Bureau of Public Roads concurs in this recommendation. The matter will be on the agenda for the September 29-30 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Mr. Tom Edwards

RECEIVED
SEP 30 1960
FOR FILING
1-434 (1)
5516

September 29, 1960

Mr. F. H. McEwen
1673 Villard St.,
Eugene
Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time of 10 additional workdays from 140 days to 150 days within which to complete your contract #5516 without the assessment of liquidated damages, for stone base-paving the North Umpqua Jct.-Diamond Lake Section of the Cascade Lakes Road in Douglas County.

We are pleased to inform you that the Highway Commission granted you an extension of time of 3 additional workdays from 140 days to 143 days without the assessment of liquidated damages. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Frank D. Morgan
Jack McCormick
Tom Edwards
R. L. Porter
C. W. Heisen

N.

RECEIVED
SEP 23 1960
FOR FILING

S-434(1)

5516

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 16, 1960, on Contract No. 5516, North Umpqua Junction-Diamond Lake Section, in Douglas County, in connection with Federal Aid Project No. S-434(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

A

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JUL - 5 1960
FOR FILING

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5516

FORM E-123-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 28, 1960

NOTED
W. C. WILLIAMS

Mr. Ralph F. Cobb
Luvaas, Cobb & Richards
Attorneys at Law
307 Eugene Legal Center
858 Pearl Street
Eugene, Oregon

RE: North Umpqua Jct.-
Diamond Lake Section
Cascade Lakes Road
Contract No. 5516

Dear Sir:

Your letter of June 15, 1960, making claim for extra compensation in connection with the separation of the A.C. aggregates into fine and coarse grades, has been referred to this office.

In this respect, I wish to advise that our specifications provide for the separation of the aggregate into fine and coarse grades. This has been a long established procedure with which all contractors automatically comply. It is well established in custom and usage with which your subcontractors, the J. C. Compton Company, has been long familiar.

In view of the foregoing, your claim for extra compensation must be rejected.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

LHY:fp

cc W. C. Williams
Forrest Cooper
Leonard I. Lindas
F. D. Morgan

RECEIVED
JUN 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 20, 1960

NOTED
C. WILLIAMS

SUBJECT: Paving Aggregate Dispute
Cascade Lakes Road
Contract No. 5516

To:
Tom Edwards
Construction Engineer

Herewith, as stated in my letter of June 17th, report from Resident Engineer K. D. Limbocker on allegations made in a letter from Mr. Ralph Cobb of the law firm of Luvaas, Cobb and Richards all concerning claim for extra payment to contractor for rescreening paving aggregate on the Cascade Lakes Road, Contract No. 5516. A graph illustrating production and use of material through the month of September and until October 18th is also enclosed.

Mr. Limbocker's report shows that on October 12th, entaries in his diary show that he informed McEwen and his foreman, Mr. Dennison, that they could at that time stockpile their aggregate in one pile but that this was contrary to specifications for finishing of material and the contractor agreed that the material would be screened into the plant bunkers during the paving operations by the subcontractor, J. C. Compton. It is evident that the subcontractor had no knowledge of the work to be performed by himself. Mr. Limbocker also states that contrary to Mr. Cobb's letter only McEwen and his foreman, Dennison, were present together with Mr. Bruce Hamilton, our employe. Mr. Cobb included the names of Mr. Norman McEwen, Mr. William Fell and Mr. Stanley Matthews as being present. Limbocker states emphatically that he had no discussion with these last three men concerning the screening.

Mr. Putnam's letter of October 22nd and my letter of March 7th both state these facts clearly. I might add that I do not believe that the Compton Company had any information as to the rescreening until my letter of March 7th.

Mr. Limbocker's report is unsigned but I am returning all but the enclosed copy for the correction of this ommission.

L R Chandler
L. R. Chandler
Ass't Division Engineer

CONSTRUCTION DIVISION
RECEIVED
JUN 21 1960
NOTED-☐☐☐☐☐
CE ACE ACE CDE

young

LRC:sc
Enc.

cc: K. D. Limbocker

NORTH UMPQUA JCT.-DIAMOND LAKE SECTION
CASCADE LAKES RD. DOUGLAS COUNTY
CONTRACT NO. 5516 PREFIX 510-1063
F.L. McEWEN, CONTRACTOR

REPORT OF PAVING AGGREGATE DISPUTE

As per the telephone request of Mr. J.F. Putnam, Assistant Division Engineer, a review of the facts leading up to the dispute regarding the separation of the Asphaltic Concrete paving aggregate has been made by this office.

Enclosed herewith is a schedule of events outlining the important facts by date of occurance.

Contrary to the claim of Mr. F.E. McEwen that he was not aware of the size requirement concerning Asphaltic Concrete Aggregate until the letter of November 2,1959 the following is offered as supporting evidence:

(1) Resident Engineer's Diary for October,1959,Page 13 dated October 12,1959 which states;"McEwen has asked for permission to crush paving aggregate into one pile,letting Mr. J.C. Compton split it at the time of paving.Permission Granted."

(2) Daily Reminder,1959. Monday October 12,1959 which reads as follows;"Diamond Lake Section, McEwen and Dennison were in the office today.They requested permission to stockpile aggregate for paving in one pile.They were informed this was contrary to specifications for the finished material. They agreed that the material would be screened into bunkers during the paving operation by subcontractor J.C. Compton. Permission was granted with these qualifications."

(3) Laboratory Reports Nos. 500992 and 500994 were received and shown to Mr. Dennison,Contractors foreman. Both reports were marked "Material as represented by this sample is not suitable for use. Two sizes required."

The material in stockpile on October 12,1959 was approximately 3,000 Tons. This figure was derived as follows:

(1) Crusher operation started Sept. 25,1959. Material Produced, 500 Tons
(2) Sept. 26 1,000 Tons
(3) Sept. 28 - Oct.12,1959 2,000 Tons/work day.
12 workdays 24,000 Ton
Total aggregate produced to October 12,1959......25,500 Ton.
Aggregate as per Price Agreement No.1 3,334 Ton.
(4) Aggregate used in base rock operation to October 12,1959 from running totals of weight tickets............25,594 Ton.
(This figure verified by Oct. 10 Weekly Report which shows 23,300 Tons not counting work of 10/11/59.)
(5) Total Aggregate required for 3/4"-0 Material in Base and Shoulders.......37,400 Tons,Gross Quantity.

Conclusion: Material Produced or Purchased..................28,834 ton.
Material Used to Oct. 12,1959 [illegible] ton.
Material Remaining in Stockpile................. [illegible]

REPORT OF PAVING AGGREGATE DISPUTE(CON'T)

Material Required to satisfy 3/4"-0 Material
in Base and Shoulders.................................. 8,576 ton.
Therefore the Contractor had not produced any aggregate that could not be used for purposes other than paving aggregatete October 12,1959.

K.D. Limbocker

Resident Engineer

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 17, 1960

SUBJECT:

To:

Tom Edwards
Construction Engineer
Salem, Oregon

Here with is a letter received from the law offices of Luvaas, Cobb and Richards, Eugene, Oregon, In which Mr. Cob of the above firm notifies us that they intend to present a claim for the costs of rescreening the paving aggregate material now stock piled in a single pile on the Cascade Lake Road Contract 5516, On behalf of Mr. McEwen, the contractor, Mr. Limbocker the Resident Engineer on the project last year is preparing a complete report on the instruction diary and etc. and this will be forwarded when received.

L R Chandler
L. R. Chandler
Ass't Division Engineer

lk

SCHEDULE OF EVENTS

August 26,1959; Crushing Plant started to arrive.(This is approximately 20 days later than planned by the contractor)

September 24,1959; Crusher on trial run.

September 25,1959; Produced approximately 500 Ton of material today.

September 28,1959; Started double shift on crusher.

October 12,1959; Met with F.E. McEwen and Charles Dennison regarding stockpiling of paving aggregate. Mr. Bruce Hamilton was present at this meeting.(According to a letter from Luvaas,Cobb and Richards,Attorneys at Law,McEwen has added the names of Mr. Norman McEwen, Mr. William Fell and Mr. Stanley Matthews to the list present at the meeting. I had no disscussion concerning this matter other than with McEwen and Dennison.

October 16,1959; I wrote a letter to Mr. F.D. Morgan, Division Engineer, requesting clarifaction of specifications regarding the stockpiling of paving aggregate.

October 22,1959; Received a letter from Mr. J.F. Putnam,Assistant Division Engineer,Stating that the contractor could not be forced to separate the paving aggregate into two piles at this time but that he was to be told that he would have to separate aggregate prior to paving operation. The contractor had been told this in the meeting of October 12, 1959.

November 2, 1959; Wrote letter formalizing agreement of October 12th.

November 16, 1959; Turned Project over to Jack McCormick.

JOHN L. LUVAAS
RALPH F. COBB
JOE B. RICHARDS

307 EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE OREGON

DIAMOND 5 0501

June 15, 1960

State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. L. R. Chandler

Gentlemen:

This office has been asked to assist Mr. F. H. McEwen with respect to that contract executed between Mr. McEwen and the State of Oregon on the 20th of July, 1959, being contract No. 5316, situated in Douglas County, upon the Cascade Lakes Road.

Your letter dated October 31, 1959, from Mr. J. F. Putnam to Mr. E. D. Limbocker, together with that letter of November 2, 1959, from Mr. Limbocker to Mr. McEwen and that letter as directed by Mr. L. R. Chandler of March 7, 1960, have been reviewed. In addition to this, I have on hand the standard specifications, together with the contract and bond for highway construction.

Mr. McEwen has reviewed the facts pertaining to this matter at some length with me and at the time of setting up in September, 1959, it appears that he discussed quite thoroughly with Mr. Limbocker the matter of stockpiles. Present at this conference were Mr. Charles Fenison, Mr. McEwen's Superintendent, Mr. Norman McEwen, Mr. William Fall, and Mr. Stanley Matthews. It was determined at that time that one stockpile would be satisfactory by all parties present. Also, at that time a discussion was had relative to the fact that the specifications did not indicate that a number of stockpiles was necessary.

Thereafter Mr. McEwen proceeded with the operation and your resident engineers were on hand every day to view the same.

The estimates upon the stockpile were made by the State of Oregon and apparently payments have been made thereon irrespective of the fact that the same is in one stockpile.

State Highway Department
June 15, 1960
Page 2

Mr. McEwen now indicates that before Mr. Compton's operation commences, you are insisting that a separation of materials be made and that this be done at Mr. McEwen's expense. It would appear that neither the contract nor the specifications set this forth, and I have advised Mr. McEwen to cooperate with you, do the work, but with the full understanding that he would be entitled to be reimbursed for the expense so incurred. He estimates that the expense in doing this to be considerably high and, therefore, this letter is being written to place you on notice to that effect.

It further seems somewhat strange that in the Compton operation a separation of materials can be made with his asphalt plant and that further where there is more than one pile it is the practice to bulldoze the material together anyway. This separation as requested would therefore seem unnecessary.

Should you have any further questions on this, please contact the undersigned at your convenience, and in the meantime a complete accounting of costs and charges will be kept so that a proper claim can be presented for the work as requested.

Yours very truly,

RALPH F. COOK

RFC:aj

cc: Mr. J. F. Putnam
Mr. E. D. Liebecher
Mr. F. H. McEwen

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AUG 19 1959
FOR FILING

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5516

August 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 14, 1959, on Contract No. 5516, N. Umpqua Jct.-Diamond Lake Section, in Douglas County, in connection with Federal Aid Project No. S-434(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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RECEIVED
AUG 6 - 1959
FOR
434(1)
5516

COMMISSIONERS
M. K. [illegible] CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 6, 1959

Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5516, awarded July 2, 1959, for stone base-paving the North Umpqua Jct.-Diamond Lake Section of the Cascade Lakes Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

7 24 59 A

Monthly Transaction No. 7-137	Form 2 (9-1 .) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Douglas**
Project Report No. S-434(1) 3	**FEDERAL-AID PROJECT AGREEMENT** 7-24-59	Project No. **S-434(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Jct. FAS 253 South approx. 8.5 miles
(North Umpqua-Diamond Lake Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-16-59	8.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **281,837**	Federal funds $ **174,300**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. C. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. Umpqua Junction-Diamond Lake Section, Project No. S-434(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the N. Umpqua Junction-Diamond Lake Section, Project No. S-434(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid Secondary
Project No. S-434(1)

NORTH UMPQUA JUNCTION-DIAMOND LAKE SECTION OF THE CASCADE LAKES ROAD IN DOUGLAS COUNTY

(Estimate as a basis of project agreement Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code 6201
Roadway (Sta. 263+50 to Sta. 733+00)(Contract No. 5516)

Clearing and Grubbing	All Required		$12,000.00
Drainage Excavation, Unclassified	120 cu. yds.	$3.00	360.00
Blade Grader	165 hours	12.50	2,062.50
Front End Loaders	165 hours	15.00	2,475.00
Dump Trucks	330 hours	12.00	3,960.00
24-inch Concrete Pipe	14 lin. ft.	6.00	84.00
30-inch Concrete Pipe	10 lin. ft.	8.00	80.00
18-inch Corrugated Metal Pipe	260 lin. ft.	4.50	1,170.00
24-inch Corrugated Metal Pipe	18 lin. ft.	8.00	144.00
60-inch Corrugated Metal Pipe	14 lin. ft.	35.00	490.00
3/4" - 0 Material in Leveling Course	37,400 tons	1.75	65,450.00
Sprinkling	690 M-gals.	3.00	2,070.00
Preparation of Base	8.89 miles	750.00	6,667.50
3/4" - 0 Material in Binder Course	1,140 cu. yds	3.30	3,762.00
RC-3 Asphalt	180 tons	52.50	9,450.00
Asphaltic Concrete Mixture	24,200 tons	3.70	89,540.00
85-100 Asphalt in Mixture	1,450 tons	38.50	55,825.00
			$255,590.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing (Temporary)	All Required		125.00
	Subtotal		$256,215.00
	10% Engr. & Cont.		25,621.50
	Total		$281,836.50

Length of Roadway - 8.892 Mile
Cost of Roadway per mile - $31,695.51

Federal Funds -	$174,300.00
State Funds -	53,768.25
County Funds -	53,768.25
	$281,836.50

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

NOTE: Necessary funds have been deposited by Douglas County with the Highway Department.

RECEIVED
JUL 13 1959
FOR FILING

S 434 (1)

3516

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July 9, 1959

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing for the records and files of Douglas County a fully executed copy of a Finance Agreement between the State Highway Commission and Douglas County covering the North Umpqua Junction-Diamond Lake Section of FAS 855 in Douglas County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
C. W. Head, Assistant Secretary

rn
Enc. 1

RECEIVED
JUL 14 1959
FOR FILING

#516

8434(1)

#516

Salem, Oregon
July 9, 1959

[illegible] #270

FAS Project Agreement
Douglas County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Douglas County covering the North Umpqua Junction-Diamond Lake Section of FAS 855 in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Assistant Secretary

rn
Attach: 1

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 25, 1959
Salem, Oregon

SUBJECT: FAS Project Agreements
Douglas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the North Umpqua Junction-Diamond Lake Section of FAS 855 in Douglas County. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on April ~~23~~ 16, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-16-59, Min page 27
C. W. Head.
Ass't Secretary

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Form A-150—10M—6-58

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 60940

Date July 3, 1959

Your Req. No.

Billing Request No. cc-495

Credit Distribution: 510-1063-297

Douglas County
Roseburg, Oregon

Attention: County Court

Advance Deposit	$55,300.00
Partial transfer county's share of total cost of North Umpqua Junction-Diamond Lake Section, FAS 855, covered by agreement dated July, 1959.	45,300.00
To be retained	$10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V. R. JONES

July 2, 1959

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $55,300 in connection with the North Umpqua Junction-Diamond Lake Section of FAS 855.

Contract No. 5516 has been awarded to F. H. McEwen and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

A

RECEIVED
JUL - 3 1959
FOR FILING

[illegible]

5516

July 2, 1959

Mr. F. H. McEwen
1673 Villard St.
Eugene, Oregon

Dear Sir:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5516 for stone base and paving on the North Umpqua Junction-Diamond Lake Section of the Cascade Lakes Road in Douglas County.

This award was based on your bid of $255,590.00, which was the low bid submitted to the Commission on July 1, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

NOTED
C. G SWENSON

NOTED
V. R. JONES

NOTED
John F. Hagemann

July 1, 1959

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On July 1 a satisfactory bid was received from F. H. McEwen of Eugene for constructing the North Umpqua Junction-Diamond Lake Section of FAS 855. As per the agreement between county and state, the following advance deposit is required prior to awarding of a contract.

Bid Items	$255,590.00
Flagging & Signing	625.00
12-1/2% Engineering & Contingencies	32,026.88
Estimated Total Cost	$288,241.88

Portion on county road $\frac{8.51 \text{ miles}}{8.89 \text{ miles}}$ = 96%

Estimated Cost on county road:
$288,242 X 96% = $276,712

County Advance Deposit of 20%. . . $ 55,300.00

Please make this deposit by means of a check or warrant in the amount of $55,300 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Recd. 7/2/59
510-1063
Cont # 5516

JFH:mm

NOTED

NOTED
R. JONES

RECEIVED
[illegible] 25 1959

LOCATION PROSPECTUS
WEST DIAMOND LAKE HIGHWAY-NORTH UMPQUA ROAD SECTION
FAS 855 (CRATER LAKE-NORTH HIGHWAY AND CASCADE LAKES ROAD)
DOUGLAS COUNTY

6-24-59

The following prospectus is submitted concerning the above mentioned section, the southerly 0.36 mile of which is a state secondary highway and the remainder is a county road, both being on the Federal Aid Secondary System (FAS 855). The southerly terminus is at the junction of the West Diamond Lake Highway (State 233, FAS 236) with the Crater Lake-North Highway (State 232, FAS 855). The northerly terminus is at the junction of the North Umpqua Road (FAS 253) with Cascade Lakes Road (FAS 855). The overall length of the project is 8.75 miles.

This will be a location survey along the existing highway for the purpose of establishing the center line and to prepare plans and estimates for a top course of surfacing material and paving with asphaltic concrete.

Reconnaissance is not required. Soils, gravel bar, and quarry rock samples have been submitted for analysis. There are no special drainage problems. An economic analysis is not needed at this time.

ADT counts are not available. The maximum grade and curvature will be determined by survey. The typical section will consist of a 22-foot travelled way with 3-foot shoulders between Mile Point 0.00 and 3.45. This section has a one-half-inch oil mat, which will be bladed in windrow and then laid out before putting on level course material. Between Mile Points 3.45 and 8.75, the typical section will consist of a 22-foot travelled way with 2-foot shoulders; existing ditches through this section will be reshaped. The approved base design by G. L. Decker is:

M.P. 0.00 (South Terminus) to M.P. 1.0

Paving, Base and Wear	3½" A.C.
Level Course	4½"
Credit for Existing	4 "
Total	12 "

M.P. 1.00 to M.P. 8.75

Paving, Base and Wear	3½" A.C.
Level Course	3½"
Credit for Existing	5 "
Total	12 "

Rise and fall and central angle will remain the same.

This will be an unrestricted access facility. There are no interchanges, railroad crossings or major stream crossings.

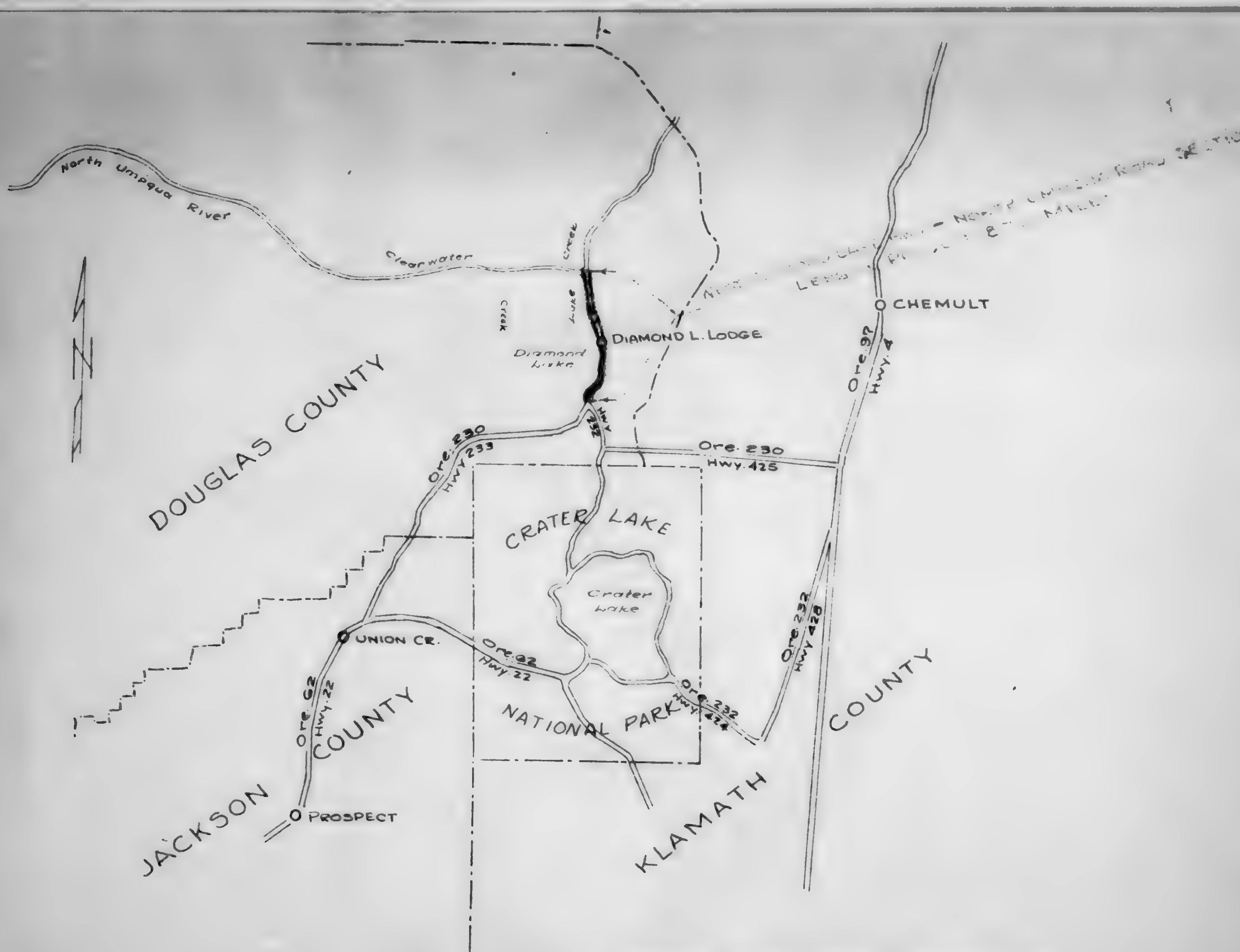
150,000 cubic yards of material are available from a quarry on Forest Service land 0.3 mile westerly of M.P. 3.50 of this project. Lake Creek gravel bar, which is located near the northerly end of the project, contains 50,000 yards of material.

Diamond Lake is westerly of and adjacent to this project from M.P. 0.25 to M.P. 2.95.

June 24, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
W. B. Merrill
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright


North Umpqua River
Clearwater
Creek
Lake
Creek
Diamond Lake
DIAMOND L. LODGE
CHEMULT
Ore. 97
Hwy. 4
Hwy 232
DOUGLAS COUNTY
Ore. 230
Hwy 233
Ore. 230
Hwy. 425
CRATER LAKE
Crater Lake
NATIONAL PARK
UNION CR.
Ore. 62
Hwy. 22
Ore. 62
Hwy. 22
Ore. 232
Hwy 424
Ore. 232
Hwy 428
JACKSON COUNTY
PROSPECT
KLAMATH COUNTY

OREGON STATE HIGHWAY DEPARTMENT
DOUGLAS COUNTY
PROSPECTUS SKETCH
W. B. MERRILL, LOC. ENGR. MAY 1959

E. R. METZGER, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

AVERY W. THOMPSON, DISTRICT ATTORNEY
IRA C. BYRD, SHERIFF
DR. C. H. BABBITT, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

NOTED

NOTED
Harold C. Ayers

RECEIVED
JUN [illegible] 1959

June 19, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the Douglas County Court authorizes the Oregon State Highway Commission to utilize federal funds allocated to Douglas County under the County FAS Policy and Procedure in effect in Oregon in the amount required for federal participation in the total construction costs of that portion of the Crater Lake-North State Secondary Highway from its junction with the West Diamond Lake State Highway northerly to its northerly terminus, a distance of approximately 0.36 mile.

It is understood that reconstruction of the above section of road will be included as part of the North Umpqua Junction-Diamond Lake Section of FAS 855; however, maintenance of and jurisdiction over the 0.36 mile section of the Crater Lake-North State Highway will remain with the State Highway Department. Also, required local match money for this 0.36 mile section will be furnished entirely by the State.

Yours very truly,

DOUGLAS COUNTY COURT

By V T Jackson County Judge

By Huron W. Clough Commissioner

By E R Metzger Commissioner

lt

(JFH:mm, 6/17/59)

NOTED
V. P [illegible]

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

June 18, 1959

NOTED
JOHN D. GRAHAM

DOUGLAS
~~Jackson~~ County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering the county road portion of the North Umpqua Junction-Diamond Lake Section of FAS 855 upon which the Highway Commission plans to accept bids on July 1. Also enclosed is a drafted form of letter authorizing use of federal funds apportioned to Douglas County for constructing a 0.36 mile section of the Crater Lake-North State Highway as part of the same project.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the county road project, including engineering and contingencies, is $270,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign both copies of the agreement, have the county clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. Also please forward a letter signed by the County Court similar to the enclosed drafted form, covering use of federal funds for construction of the section of the Crater Lake-North State Highway.

It would be appreciated if the signed documents could be mailed so as to arrive in this office prior to June 30.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

D
R
A
F
T

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the Douglas County Court authorizes the Oregon State Highway Commission to utilize federal funds allocated to Douglas County under the County FAS Policy and Procedure in effect in Oregon in the amount required for federal participation in the total construction costs of that portion of the Crater Lake-North State Secondary Highway from its junction with the West Diamond Lake State Highway northerly to its northerly terminus, a distance of approximately 0.36 mile.

It is understood that reconstruction of the above section of road will be included as part of the North Umpqua Junction-Diamond Lake Section of FAS 855; however, maintenance of and jurisdiction over the 0.36 mile section of the Crater Lake-North State Highway will remain with the State Highway Department. Also, required local match money for this 0.36 mile section will be furnished entirely by the State.

DOUGLAS COUNTY COURT

By_ _
County Judge

By_ _
Commissioner

By_ _
Commissioner

(JFH:mm, 6/17/59)

NOTED
Harold C. Ayers

NOTED
[illegible]

MEMO TO J. W. NASH
5/28/59

FAS 855, DOUGLAS COUNTY ✓

TERMINI: From FAS 253 southerly to the southeast end of Diamond Lake (North Umpqua-Diamond Lake Section).

PROPOSED WORK: Construct two-lane high type pavement.

PROJECT LENGTH: 8.50 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$250,000	$150,000	$50,000	$50,000	(County)

EXISTING FACILITY:
ROADWAY: Crushed rock wearing surface 28' wide on northerly 5.5 miles and 24' wide light oil mat wearing surface with 2' shoulders on southerly 3 miles. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 12' to 16' wide unsurfaced roadway.
SOUTH END: 24' wide oil mat wearing surface with 2' shoulders.

PROJECT DATA: Place 3" of additional crushed rock base and construct an asphaltic concrete wearing surface 22' wide with 2' shoulders on northerly 5.5 miles and construct a 22' wide asphaltic concrete wearing surface with 3' shoulders on the southerly 3 miles.

ROW WIDTH:	60'.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

FAS Route 855 is a log haul road and also gives access to the Diamond Lake recreational area.

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. G SWEASON

Section Diamond Lake-North Umpqua Highway F.A.S. 855 & 253 County Douglas Prefix ____

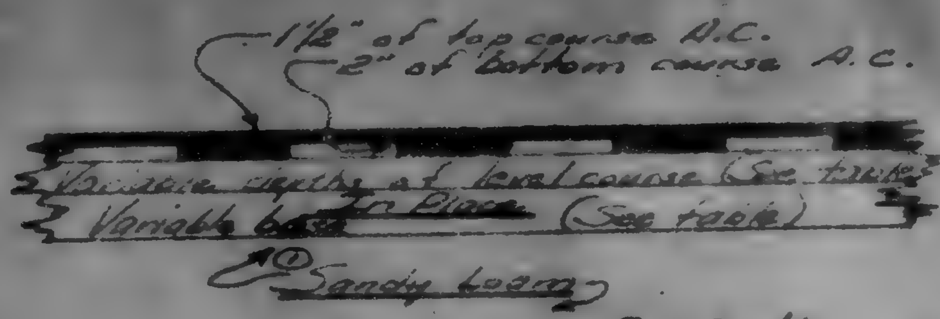
Res. Engr. W. B. Merrill Length of Project approx. 19 Miles. South End M.P. 0.0 to North End M.P. 18.9 Date 6-[illegible]

Reported Frost Penetration - *24" TYPICAL SECTIONS Traffic Classif. - Medium

NOTED
V. R. JONES

NOTED
John F. [illegible]

① Typical Soil
41 LL
0 PI
41 % P.200
32 % Silt
3 % Clay
70 "R" Value



1½" of top course A.C.
2" of bottom course A.C.
Variable depth of level course (See table)
Variable base in Place (See table)
① Sandy Loam

	Required depth of level course	Full Credit depth of existing base	Depth of A.C.	Total thickness
South — M.P. 0.0 - 1.0	4½"	4"	3½"	12"
1.0 - 8.75	3½"	5"	3½	12"
8.75 - 18.9	2½"	6"	3½"	12"

Note:
Level course to be placed over existing ½" oil surface on southerly 3 to 3½ miles.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Alloc.	Designed Base & Wear: New Work	
			3½"	A.C.
See Section		4-6		[illegible]
11			*12	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by G. F. Decker
Staff Assistant
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
C. G. SWENSON

April 17, 1959

NOTED
Harold C. Ayers

Douglas County Court — Fas 855
Courthouse
Roseburg, Oregon

Gentlemen:

On April 16 the Highway Commission approved the County FAS project as described in the attached tabulation which is believed to conform with the County's request.

We will proceed with the preliminary engineering for this project as rapidly as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Att: Tab. 59-c

NOTED
JOHN D. GRAHAM

PROPOSED PROJECT
DOUGLAS COUNTY

FAS 855 and 253 - Diamond Lake-North Umpqua Section, $369,000. This project extends from the Crater Lake-North State Highway at the southeast end of Diamond Lake northerly along the Cascade Lakes Forest Highway (FAS 855) to the junction with the North Umpqua Forest Highway (FAS 253) and, if funds permit, westerly along the North Umpqua Forest Highway. The northwesterly terminus of the project will be established on a dollar limitation. There will be a total of $400,000 available for the project with Douglas County furnishing the difference between $400,000 and available FAS funds.

The proposed project is to grade and place base material as required and construct a 22' wide asphaltic concrete pavement with 4' shoulders. The southerly 3 miles has an existing 24' wide bituminous wearing surface with 2' shoulders which investigation may determine is satisfactory, or would be satisfactory with an asphaltic concrete resurface. Pavement and shoulder width on this 3 mile section would then be adjusted accordingly.

The B.P.R. has made a survey on the section of road involved and will make the survey data available to the state.

The $369,000 of FAS funds shown above represents the presently estimated unprogrammed balance of FAS funds available to Douglas County. This amount may be adjusted as final costs for projects under contract become available.

NOTED
[illegible]

NOTED
V. R. JONES

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

RECEIVED
APR [illegible] 1959

April 7, 1959

Mr. Clarence Swenson
Engineer City and County Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

At a conference between State Highway Engineer, Mr. W. C. Williams and Douglas County Court, it was decided: That Douglas County Court would expend the current balance of F.A.S. funds, approximately $355,000.00, in the following manner:

1. Patch and seal coat or apply asphaltic concrete on the 3.7 miles of Route 209 or FAS 855 east of Diamond Lake.
2. Regrade and pave Route 209 FAS 855 from Diamond Lake northerly to the junction of 209 FAS 855 and the North Umpqua Road FAS #256.
3. Regrade and pave North Umpqua Road westerly from the foregoing junction as far as the funds will allow.

Douglas County will contribute additional funds on a 100% basis to bring the total project to $400,000.00.

It is requested that the above project be paved 22 feet wide with 4 foot shoulders on each side.

Very truly,

DOUGLAS COUNTY COURT

V T Jackson
County Judge

Commissioner

Commissioner

cc: B. M. French, Regional Engineer
Bureau of Public Roads

J. Herbert Stone, Regional Forester
Bureau of Public Roads

NOTED
JOHN D. GRAHAM

I-5-4(32)129 Twin Buttes-McKenzie R. 1959
Sec. (Structures)
#5517

RECEIVED
JUN 9 1961
FOR FILING
I-5-4(32)199
2217

477 Cottage St. N. E.
Salem, Oregon

June 8, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section (Structures) - Voucher #11 - Final

The subject voucher has been approved in the net amount of $50,126.00. Deduction has been made in accordance with the attached Schedule of Exceptions.

Total amount of deduction	$403.00
Federal-aid Pro-rata	92.37%
Net Deduction (in even dollars)	$372.00

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

Porter

[illegible]

RECEIVED
DEC 20 1960
FOR FILING

1.5.4 (32) 199

5517

December 19, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Fidelity & Surety Dept.

Gentlemen:

This is to acknowledge your letter of December 14 concerning the amount of retainage being held as of October 31, 1960, on the Inter-City Sand & Gravel Co., Inc. Contract No. 5517 for six undercrossings on the Twin Buttes-McKenzie River Section of the Pacific Highway in Linn-Lane Counties.

Our records indicate that as of October 31, there was a retainage of $14,759.25. Our Accounting Division informs us that this retainage or final payment was mailed to the contractor on December 15, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

December 14, 1960

State Highway Department
State of Oregon
Salem, Oregon

Re: Inter City Construction Co.
3698 Franklin Boulevard
Eugene, Oregon

Gentlemen:

Recently you kindly returned our inquiry regarding amounts owing to the above contractor on State Contract No. 5517 as of October 31, 1960, but the figures which you provided apparently were for November 30, 1960. At your convenience will you please advise the amount of retainage which was still being withheld as of October 31, 1960 and the date subsequently when it was paid.

Thank you for your assistance.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S. W. Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm

As of Oct. 31st

Final mailed
(J. Kerr)
Voch. # 29528 → Dec. 15th $14,759.25

~~Bridge Div. (Del) says they have thrown away material re - this job as it is completed and cannot give info - Tanner requested.~~

RECEIVED
DEC 15 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1960

FOR FILING

1-5-4 (32) 199

5517

December 2, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to Inter City Sand & Gravel Co. Inc., on contract #5517 for construction of 6 undercrossings on the Twin Buttes-McKenzie River Section of Pacific Highway in Linn-Lane Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $306,644.42, including the post-final payment of $832.50. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Inter City Sand & Gravel Co. Inc.,
3698 Franklin Blvd.,
Eugene
Oregon

RECEIVED
OCT [illegible] 1960
FOR FILING

1-5 4 (32) 199

5517

October 27, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5517 for construction of 6 undercrossings on the Twin Buttes-McKenzie River Section of Pacific Highway in Linn-Lane Counties was completed by the contractor, Inter-City Sand & Gravel Co. Inc., on October 7, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $14,759.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $305,811.92, and no force account work was performed on the project.

A letter from Morse Bros., re a claim for materials in the amount of $7,017.72, dated July 18, 1960, was received in this office, of which you were previously notified. No record of a filing.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

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[illegible] 1960
FOR FILING

I 54(32)197

5517

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
•
BOX 1216
TACOMA 1, WASHINGTON

July 26, 1960

State of Oregon
State Highway Department
Salem, Oregon

Floyd Query, Secretary

Gentlemen: Our Bond No. 49841
Inter-City Construction Co., Principal
State of Oregon, Obligee
Structures on Twin Buttes - McKenzie River
Section, Contract No. 5517

We acknowledge receipt of and thank you for your letter of July 21, 1960, advising that you received a letter from Morse Bros., Harrisburg, Oregon, to the effect that our bonded principal owes Morse Bros. $7,017.72 for materials furnished on the contract referred to above.

We are promptly investigating this matter and you may be assured it will receive our attention.

Very truly yours,

E. R. MacDougall

E. R. MacDougall
Claims Department

ERM:ar

RECEIVED
JUL 27 1960
OREGON
STATE HIGHWAY COMMISSION

YD QUERY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
JUL [illegible] 1960
FOR FILING
[illegible]
5517

[illegible]
[illegible]

July 21, 1960

Morse Brothers
P. O. Box 117
Harrisburg, Oregon

Attention: W. F. Morse, Partner

Dear Sir:

We have your letter of July 18 stating that Inter-City Sand and Gravel Company, Inc., owes you $7017.72 for materials furnished on our Contract No. 5517, awarded to Inter-City Sand and Gravel Company, Inc. for construction of undercrossing structures on the Twin Buttes-McKenzie Section of the Pacific Highway in Linn-Lane Counties. The contract is not yet completed, nor has it been accepted by the Highway Commission.

United Pacific Insurance Company, through DeBar & Allison Insurance Agency, 992 Willamette Street, Eugene, Oregon, furnished the performance bond with this contract. The bond is provided to assure completion of the contract and payment of all bills incurred in it. Under Oregon law, if you wish to protect your claim under the bond, you should file the claim with the Secretary of State within six months after the contract has been accepted by the Highway Commission. In the meantime, the claim will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv

cc: Commission - 3
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

July 21, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

We have received a letter dated July 18 from Morse Bros., P.O Box 117, Harrisburg, Oregon, stating that Inter-City Sand and Gravel Company, Inc., owes them $7017.74, for materials furnished on our contract No. 5517 for construction of undercrossing structures on the Twin Buttes-McKenzie River Section of the Pacific Highway in Linn-Lane Counties.

This information is provided, as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv

cc: ~~Commission - 3~~
~~W. C. Williams~~
~~Forrest Cooper~~
DeBar & Allison Ins. Agency, 992 Willamette St., Eugene, Oregon
Inter-City Sand & Gravel Co., Inc., 3698 Franklin Blvd., Eugene, Oregon

NOTED ON CARD
dc

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY ~~5-6755~~ 5-2336

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

Harrisburg
July 18, 1960

Oregon State Highway Comm.
Mr. Floyf Query, Secretary
State Highway Bldg.,
Salem, Oregon

Re- Inter City Sand & Gravel Co.
State Contract # 5517

Dear Sir:

We wish to advise that we have a balance due us from Inter City Sand & Gravel Co. on the above number contract for materials furnished as follows:

Balance Due - $ 7017.72

Any help you could give us in collecting this balance would be appreciated.

Thank you for your cooperation.

Very truly yours,

Morse Bros.-Harrisburg

by:
W.F.Morse-Partner

RECEIVED
[illegible] 0 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
AUG 3 - 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I 5-4(32)199

5517

July 31, 1959

Inter-City Sand & Gravel Co., Inc.,
3698 Franklin Blvd.,
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5517, awarded July 2, 1959,
for construction of 6 undercrossings on
the Twin Buttes-McKenzie River Section
of Pacific Highway in Linn-Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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I 5 11(3-2)191

5517

July 2, 1959

Inter City Sand and Gravel Company
3698 Franklin Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5517 for construction of six undercrossing structures on the Twin Buttes-McKenzie River Section, Pacific Highway, in Linn and Lane Counties.

This award was based on your bid of $307,021.00, under Alternate B, which was the low bid submitted to the Commission on July 1, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

I-5-4(32)199

5517

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5517 for Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section of the Pacific Highway (Structures), to Inter-city Sand and Gravel Company of Eugene, Oregon, low bidder in the amount of $307,021.00 at the July 1, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED
FORREST COOPER

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I-5-4(32)19

5517

When replying, refer to:
08-35.6

408 State Highway Building
Salem, Oregon

June 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section (Structures), Pacific Highway.

This is to authorize your advertising of bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. C. Polk
Division Engineer

orig
Baxter

7971-538 Interstate Br. Toll 1959
Facilities
#5518

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OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

1959

3518

MARK O. HATFIELD
GOVERNOR

June 3, 1960

Dear Governor:

I had intended to mention to you at the Seattle meeting a matter that has been brought to my attention with respect to the Oregon-Washington bridge across the Columbia at Portland-Vancouver. It seems that collections are made from state vehicles, both yours and ours. It would seem that this procedure might be waived if such can be done short of changing the statutes. If not, perhaps we should both institute action which would eliminate this activity. It would seem that bona fide state seals or license plates would be ample recognition without going to some other form.

I would appreciate your thoughts on this matter.

With every good wish.

Sincerely,

[illegible]

The Honorable Albert D. Rosellini
Governor of the State of Washington
State Capitol
Olympia, Washington

bcc: Mr. W. C. Williams ✓
State Highway Engineer

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55[illegible]

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

April 4, 1960

Oregon State Highway Department
[illegible]
Salem, Oregon

Contract No. **Oregon 5518 - Wash 6231**
Location

Dear Sir:

The contract of **General Construction Co.**, for the above improvement was accepted by the Director of Highways on **April 1, 1960**. All claims against this contract must be in this office not later than **May 2, 1960**. Claims should be forwarded by the claimant directly to this office and not through the District Office.

Yours very truly,

W. A. BUGGE
Director of Highways

R B Hodge

By: ~~W. H. BUTTS~~
~~Chief Accountant~~ SECRETARY OF AUTHORITY KRH
WASHINGTON TOLL BRIDGE AUTHORIT

WAB:bln
WHB

#5518
Toll Collection Facilities
Interstate Bridge
Pacific Hwy. [illegible]
Completed — Jan. 25, 1960
Accepted — Mar. 3, 1960
No claims listed as of April 7, 1960
C.F.

8-14-58

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OREGON
STATE HIGHWAY COMMISSION

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March 10, 1960

General Construction Co.,
4850 NW Front Avenue
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 10, 1960, had under discussion your request for an extension of time from December 31, 1959, to January 25, 1960, within which to complete your contract #5518 without the assessment of liquidated damages, for the toll collection facilities on the Interstate Bridge, Pacific Highway, in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Lloyd P. Shaw
Kenneth Wheatley
Ivan D. Merchant

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MAR 4 1960
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797-557
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March 3, 1960

Oregon State Highway Commission

Request for extension of time
No. 1
March 10-11 meeting

Gentlemen:

On July 2, 1959, the General Construction Company was awarded a contract for the construction of certain toll collection facilities on the Interstate Bridge Project (Contract No. 5518).

A fixed-time limit of December 31, 1959 was set up in this contract for the completion of work under the contract in its entirety. The major portion of the work was completed within this time limit; however, there were a few minor items of construction which were delayed because of strikes which delayed the entire completion of the project until January 25. The facility was in operation on January 8 when the Washington Toll Bridge Authority was ready to start toll collection.

The contractor has requested an extension of time without penalty to January 25, 1960. For the reasons stated above, I recommend that the contractor be allowed this extension of time without assessment of liquidated damages.

This contract is being financed by funds being obtained from the sale of revenue bonds for the Interstate Bridge project and is a co-operative project with the State of Washington and the Washington Toll Bridge Authority. I have their concurrence in the extension of time without the assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM/mm GSP me

Enclosure

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant

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JAN 21 1960

FOR FILING
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A

January 21, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I am attaching hereto a copy of a letter from the American Electronics, Inc., in which it advises that Taller & Cooper, Inc., has been dissolved but will continue to operate as a division of American Electronics, Inc. We have a contract with Taller & Cooper, Inc., for the toll-collecting equipment on the Interstate Bridge between Portland and Vancouver. While the work under this contract has been done, there are obligations for maintenance and adjustments which will not terminate for a considerable period of time.

I rather question whether we can make payments under this contract to American Electronics, Inc., in view of the fact that our contract is with Taller & Cooper, and a further question arises as to the validity of the contract bond furnished by Taller and Cooper since this corporation no longer exists and the work would be carried on by American Electronics, Inc.

Since all payments under these contracts are made from your office, I would appreciate advice from you as to how we should handle our estimates subsequent to January 1 of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. A. Bugge

Mr. W. C. Williams
Mr. Leonard I. Lindas
Mr. C. H. Maison

AMERICAN ELECTRONICS, INC.
Taller & Cooper, Inc.
- A Subsidiary

75 Front Street
Brooklyn 1, New York
ULster 8-0500

January 11, 1960

OREGON STATE HIGHWAY DEPT.
SALEM, OREGON

Paxson

Gentlemen:

On December 31, 1959, the corporate status of Taller & Cooper, Inc. was dissolved and it became, and will continue to operate, as a division of American Electronics, Inc., of 1025 West 7th Street, Los Angeles 17, California. Prior thereto, Taller & Cooper, Inc. was a wholly owned subsidiary of American Electronics, Inc.

Accordingly, on December 31, 1959, all of the contractual obligations and rights of Taller & Cooper, Inc., including all contracts and agreements with you, were assumed and will be carried out by American Electronics, Inc. Taller Cooper as a division of American Electronics, Inc. will continue to operate as heretofore and we look forward to a continued relationship of mutual benefit with your organization.

If you have any questions regarding this matter, please get in touch with us at your convenience, or if you prefer, communicate directly with Mr. M. D. King, Secretary, American Electronics, Inc., 1025 West 7th Street, Los Angeles 17, California.

Very truly yours,

AMERICAN ELECTRONICS, INC.
Taller Cooper Division

Martin Bronson

By______________________________
Martin Bronson
Assistant Secretary

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OFFICE OF
STATE HIGHWAY ENGINEER

MB/mb

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STATE [illegible]

Manufacturers of: . . . .
Peripheral Data Processing Systems, Data Reduction & Logging Equipment, Telemetering Systems, Electronic Weighting Systems, Special Purpose Business & Control Systems & Computers, Highway Bridge & Tunnel Toll Collection Systems

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JAN 19 1960
FOR FILING
[illegible]
5518

January 19, 1960

Mr. Ashley Greene
Attorney at Law
3-189 Molalla Road
Oregon City, Oregon

Dear Mr. Greene:

The question of free passage of National Guard and Army personnel across the Portland-Vancouver Interstate Bridge after tolls are imposed has been under consideration for some time. The Oregon law, with which you undoubtedly are familiar, in ORS 397.300 (3) provides,

> "Any person belonging to the military forces of the State of Oregon going to, or returning from any encampment, which he may be required by law or order to attend, shall, together with his conveyance and the military property of the state, be allowed to pass free through all tollgates, and over all bridges and ferries."

The structure was built under a cooperative agreement between the Oregon State Highway Commission, Washington Department of Highways, and Washington Toll Bridge Authority. Under this agreement, the State of Oregon let the contracts and constructed the bridge. The Washington Toll Bridge Authority handles all the financial matters, including the sale of bonds to finance the project and the collection of tolls and retirement of these bonds. The agreement provides, in part, as follows:

> "In the construction of said proposed new bridge, and alteration or reconstruction of the existing bridge, and the use, maintenance and operation of both said bridges, due regard shall be given to all applicable state and federal statutes, and to all rules, regulations and requirements of the United States or its agencies."

The opinion of our Attorney General was submitted to the Washington Toll Bridge Authority and its ruling is as follows:

> "That in view of the formal opinion issued by the Oregon Attorney General and in accordance with the provisions of Section 5 of that certain agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority, personnel and

> equipment of the Oregon National Guard traveling to and from encampments will be granted free passage over the Vancouver-Portland Interstate Toll Bridge, but such free passage will be confined solely to those convoys required to move to and from encampments and will not cover individual passages of Guard personnel in private automobiles attending Guard functions or drills; and further, that the same consideration be extended to personnel and equipment of the Washington National Guard."

You will note that neither the Oregon law nor the Washington opinion covers Federal Reserve Officers but only applies to the National Guard and then only while traveling to encampments in military vehicles.

I am advised that you have discussed this with the Attorney General, who has been informed by the Washington State Highway Commission that it intends to abide by the covenants of its bond resolution.

In view of these rulings and the fact that all financial matters are handled by the Washington Toll Bridge Authority, there seems to be no way in which free passage across the bridge could be extended to Reserve Officers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Leonard I. Lindas

FORM E-30 5OM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1960

SUBJECT: Interstate Bridge Tolls
Exemption of reservists from payment

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

We have conducted additional research and investigation in regard to this matter and are in agreement with the Washington State Highway Commission that, since the tolls and other revenue to be derived from the operation of the Portland-Vancouver Interstate Bridge have been pledged to the payment of the principal and interest of the bonds issued by the Washington Toll Bridge Authority, the exemption, without statutory authority therefor, of any individual or group from the payment of such tolls would constitute a breach of the Bridge Authority's obligation to the bond holders.

I have been advised by the Attorney General that he has discussed this matter with Mr. Ashley Greene, who has also been informed by the Washington State Highway Commission that it intends to abide by the covenants of its bond resolution. Therefore, it would seem that Mr. Greene is fully advised in the premises and that nothing more need be added to your letter, which I am returning herewith.

G E Rohde
G. E. ROHDE
Assistant Counsel

TEB:bjk
Attachment
cc: L. I. Lindas

RECEIVED
JAN 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
ASHLEY GREENE
3-189 MOLALLA ROAD
OREGON CITY, OREGON
OLIVE 6-4842

REFERRED TO
D. S. Paxson

December 30, 1959

State Highway Commission
Salem, Oregon

Dear Sir:

Institution of tolls on the Portland-Vancouver bridge, imposes a special hardship upon approximately 500 Reserves of Oregon who are assigned to the training center in Vancouver.

In Oregon there is a provision exempting members of the National Guard but it is probably not applicable to Reserves of the United States. These Reserves, most of them on a non-pay status, nevertheless, are regarded, for compensation purposes, as performing duties when they are going to and from training sessions. Some of them come from points as far away as 300 miles at their own expense. Charging them for the use of the highway to perform such patriotic duty, I think you will agree, appears most unfair.

There are statutory provisions for remitting tolls for military personnel with respect to the San Francisco bridges and, I understand, agreements have been made with Bridge Authorities in many other localities without statutory requirement to exempt such personnel.

In Oregon, our Sections 381.070, 381.088 and 381.098 Oregon Revised Statutes, no doubt, give the Oregon State Highway Commission authority to make such an arrangement and the laws of Washington, no doubt, are similar.

In behalf of the Reserves and the Oregon Reserve Officers Association, may I ask that you give this matter consideration and advise me whether some plan can be worked out to exempt from tolls military personnel in the performance of their duties.

Very truly yours,

Ashley Greene
Ashley Greene.

AG/b

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STATE HIGHWAY ENGINEER

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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA

LORENZ GOETZ, SECRETARY
OLYMPIA

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

January 11, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

In regards to your letter of January 4, 1960, concerning the completion of General Construction Company's Contract for the Toll Facilities Contract at the Interstate Bridge, we concur that the few remaining items yet to be furnished on the contract for full completion has not caused serious inconvenience for occupancy and operation for toll collections on our part and therefore offer no objection to granting the contractor a reasonable extension to his contract time for the installation of the remaining items.

Very truly yours,

W. A. BUGGE
Director of Highways

C C Nichols

By: C. C. NICHOLS
Engineer of
Toll Facilities

WAB:hls
CCN

Copy to
Merchant

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OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 12 1960
OREGON
STATE HIGHWAY COMMISSION

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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

COMMISSIONERS
ERNEST J. [illegible], CHAIRMAN
SEATTLE
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
[illegible]
H. E. MORGAN
LONGVIEW
LORENZ GOETZ, SECRETARY
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 227
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2920 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

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January 8, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson: Interstate Bridge

This is to indicate our concurrence in your recommendation that the General Construction Company, contractors for the construction of toll facilities on the Interstate Bridge, which was to have been completed December 31, be granted an extension of time of 60 days to cover the delay incurred in the installation of several minor details, such as metal lockers and metal toilet partitions, which have been delayed as a result of the steel strike.

Very truly yours,

W. A. Bugge RB

W. A. BUGGE
Director of Highways

WAB/rr

Copy to
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JAN 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 11 1960

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
H. E. MORGAN
LONGVIEW
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SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA

LORENZ GOETZ, SECRETARY
OLYMPIA

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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2900 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

January 6, 1960

COPY

Ashley Greene
3-189 Molalla Road
Oregon City, Oregon

Dear Sir:

I have for acknowledgment your recent letter wherein you solicited our expression as to the possibility of being privileged to extend toll free passes over the Vancouver-Portland Interstate Toll Bridge to U. S. Army Reserves.

I have checked this matter with legal counsel and I am advised that there is no statutory provision contemplating the extension of toll free passage to this type of personnel using the Vancouver-Portland Interstate Toll Bridge.

I certainly concur in your expression with respect to the additional hardship that the payment of toll will impose to some of the members of the Reserve inasmuch as they are required to stand duty in Vancouver; however, in view of our counsel's advice, we have no alternative other than to abide by the provisions of governing statutes and the covenants of our Bond Resolution.

Copy made
for Legal
att. Barbara

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

By: W. A. BUGGE
Director of Highways

WAB:hls
DBH
cc: Glen Paxson /
George Rogers
James Cunningham

RECEIVED
JAN 8 1960
STATE HIGHWAY COMMISSION

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JAN - 6 1960
FOR FILING

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January 4, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Gentlemen:

Under our contract with the General Construction Company for the construction of the Toll Facilities at the Interstate Bridge, the work was to have been completed on December 31, 1959. There are several items of metal lockers and metal toilet partitions which have been delayed because of the steel strike. There is one further item for a special-tempered glass plate at the front entrance which has not been received.

The contract is otherwise complete and the contractor is turning over the toll facilities to our use as of December 31. I do not feel that these minor items are serious and they are causing little, if any, inconvenience. I am recommending that a time extension for the installation of these minor items be granted without enacting the specified penalty for the delay. May I have your concurrence in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

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JAN -5 1960
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January 4, 1960

Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Gentlemen:

Herewith copy of a letter from the U. S. Corps of Engineers advising approval of the toll schedules for the Interstate Bridge between Vancouver and Portland.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4 30 December 1959

Oregon State Highway Department
Salem, Oregon
ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

In response to your application dated 25 November 1959 for approval of tolls for the Interstate Bridges at Vancouver, Washington, and Portland, Oregon, the Department of the Army will interpose no objection to the rates of toll proposed. Formal approval by the Secretary of the Army is not considered necessary.

Very truly yours,

Frank C. Linton
FRANK C. LINTON
Assistant Chief, Operations Division

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[illegible] TACOMA
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LORENZ GOETZ SECRETARY
OLYMPIA

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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

THE SEAL OF THE STATE OF WASHINGTON 1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO 1 SEATTLE 6 [illegible]
NO 2 WENATCHEE [illegible]
NO 3 OLYMPIA [illegible]
NO 4 VANCOUVER [illegible]
NO 5 YAKIMA [illegible]
NO 6 SPOKANE 21 [illegible]
NO 7 SEATTLE 4 [illegible]

December 31, 1959

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Vancouver-Portland Interstate Bridge

Gentlemen:

Reference is made to your letter of December 29, 1959 wherein you advise of the circumstances concerning the overrun of time in Olsen Electric Company contract for toll collection signs and lighting. We concur with your recommendation that a time extension of seven days should be granted to the contract for reason of a fire in the California Metal Enameling Company of Los Angeles, who was fabricating the signs for the contractor and such a contingency is recognized in the special provisions as one of the basis of relinquishment for the payment of liquidated damages specified in the contract.

Very truly yours,

W. A. BUGGE
Director of Highways

By: C. C. NICHOLS
Engineer for
Toll Facilities

WAB:nb
CCN

Original to
Bridge Dept.
(Gardner)

NOTED
G. S. PAXSON

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

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5518

December 29, 1959

Dwyer Lumber & Plywood Co.
6637 S. E. 100th Avenue
Portland 66, Oregon

C O P Y

Gentlemen:

Your letter of December 22 directed to the Oregon State Highway Department has been referred to this office for response.

I am attaching hereto a copy of a form letter which, in all probability, will answer the majority of questions that you may have regarding the operation of the Vancouver-Portland Interstate Toll Bridge.

We are considering your letter as an application for charge privileges and we will proceed with the mechanics to establish your account; however, in order that we may prepare the required number of charge-a-plates, please advise the number of power units which you will be operating across the bridge and the number of charge-a-plates that you will require to satisfy this movement.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hls

Encl.
cc: G. S. Paxson
George Rogers

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 22, 1959

Gentlemen:

Re: Vancouver-Portland Interstate Toll Bridge

We wish to acknowledge your recent letter requesting the establishment of charge account privileges on the Vancouver-Portland Interstate Toll Bridge.

Within the next few days, we will issue "charge-a-plates" with the name and address of your organization. Additional information identifying the equipment will be added to the plates upon request. We will have eight manned lanes at the Interstate Bridge, all of which will accept charge tolls. The driver of the vehicle will present his charge-a-plate to the toll collector who will insert the plate in a special machine. The collector will classify the vehicle, return the plate to the driver, and the traffic light in front of the vehicle will change from red to green, whereupon the driver may proceed across the bridge.

You will be billed monthly, shortly after the first of each month, and a summary by each day of your crossings over the bridge will accompany the billing. All accounts must be paid in full within 30 days after receipt of the billing in order to maintain charge account privileges.

Private passenger cars and vehicles under 6,000 lbs. cannot be charged to your account; however, these vehicles are eligible to use commutation tokens. Tokens can be purchased in rolls of 40 for $6.00 and charged to your account. Attached hereto is a copy of our toll schedule for the subject facility, setting forth all rates and discounts.

Toll collection operations will begin as of 12:00 o'clock noon, January 10, 1960. Your charge-a-plates will be mailed sufficiently in advance to allow distribution to all of your units.

If you have any additional questions, please do not hesitate to advise us.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.

STATE OF WASHINGTON

Department of Highways

Vancouver-Portland Interstate Toll Bridge

TOLL SCHEDULE

Effective January 1, 1960

Class	Type	Toll
1	Automobiles and Motorcycles (Notes 1 and 4)	$ .20
	Commuter rate	.15
2	Passenger Car, with Trailer (Note 3)	.40
3	Light Trucks (under 6,000 lbs.) (Notes 1, 3 and 4)	.20
	Commuter rate	.15
4	Single-unit Trucks (over 6,000 lbs.) (Notes 2 and 3)	.40
5	Truck Combinations (Truck-Trailer; Tractor-semi-trailer) (Notes 2 and 3)	.60
6	Buses, Public Interurban, Through or Chartered (Notes 2 and 3)	.60

TRUCK OR BUS	DISCOUNT
20 to 39 Trips per month	10%
40 to 79 Trips per month	15%
80 to 159 Trips per month	20%
160 to 319 Trips per month	25%
320 to 639 Trips per month	30%
640 to 1279 Trips per month	35%
1280 to 2499 Trips per month	40%
2500 Trips or more	50%

NOTE 1: Taxicab, Ambulance, Hearse, Station Wagon, Suburban Carryall and Trucks under 6,000 lbs. will be classified as an automobile and will, therefore, be subject to all conditions relative to automobile traffic.

NOTE 2: Truck or Bus Discounts apply to all such vehicles operated in the name of a single operator or owner.

NOTE 3: There shall be no charge for extra passengers.

NOTE 4: Commuter Rates are available for Classes 1 and 3 by the purchase of tokens. 40 Tokens $6.00.

3

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COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8 6431 CORSON AVE.
NO. 2 WENATCHEE P. O. BOX 98
NO. 3 OLYMPIA P. O. BOX 387
NO. 4 VANCOUVER 4200 MAIN STREET
NO. 5 YAKIMA P. O. BOX 52
NO. 6 SPOKANE 21 N. 2920 MAYFAIR ST.
NO. 7 SEATTLE 4 430 SPOKANE ST.

December 29, 1959

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Interstate Bridge Toll Collection Facilities

Attention: G. S. Paxson

Dear Sir:

It would be desirable at this time to erect a ground-mounted flagpole at the site of the Administration Building for the above reference Bridge. If possible, this could be added as an extra work item to the toll collection equipment contract and erected by the contractor.

We have no particular preference as to the type of flagpole; however, we feel that a standard type cone-tapered steel flagpole set in a concrete base would serve very nicely. Poles of this type are manufactured by Acme Flagpole Division of John E. Lingo & Sons, Inc., Camden, New Jersey. The pole should be of sufficient heighth and strength to support three flags.

1-15-60
Discussed with Bugge who agrees flag pole not advisable
HHP

Very truly yours,

W. A. BUGGE
Director of Highways

By: C. C. NICHOLS
Engineer of
Toll Facilities

WAB:hls
CCN

#305 - no pole

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DEC 30 1959

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B

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 29, 1959

COPY

Veterans Administration
Hospital
Roseburg, Oregon

Attention: Mr. M. Fields, Asst. Chief
Registrar Division

Gentlemen:

Your letter of December 22 directed to the Oregon State Highway Commission has been referred to this office regarding matters incident to the Vancouver-Portland Interstate Toll Bridge.

Government vehicles are not exempt from the toll charge; however, we can arrange for passage of government vehicles on two different bases. Automobiles, station wagons, ambulances, and all vehicles of less than 6,000 lbs. gross weight can utilize the facility through the use of commutation tokens. Sale of the tokens can be accomplished to governmental agencies upon a Purchase Order directed to the Vancouver-Portland Interstate Toll Bridge, 12345 N. Union Avenue, Portland, Oregon. Purchases should be made in units of 40 inasmuch as packaging is accomplished on this basis. The sale price is $6.00 for a package of 40.

We likewise can arrange for charge privileges of government vehicles. Charge passages are accomplished through the issuance of charge-a-plates and the plates as issued are interchangeable between vehicles. In the event you wish to operate on a charge basis, please advise as to the number of charge-a-plates which you will require to satisfy the movement of your vehicles.

You may be assured of our desire to cooperate in establishing your account on either basis and we will be governed entirely by your desires and wishes in the matter.

Cc, please note

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hls
Encl.
cc: Mr. Floyd Query ✓
George Rogers

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

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December 24, 1959

Mr. Lawrence A. Higley
Route 2, Box 291
Battle Ground, Washington

C O P Y

Dear Mr. Higley:

Acknowledgment is hereby made of your registered, special delivery letter in the matter of certain deficiencies with regard to the toll plaza at the Vancouver-Portland Interstate Toll Bridge.

Inasmuch as the State of Oregon is responsible for the design and construction elements relating to the over-all project, this office immediately contacted the Oregon Department on this matter. It is certainly agreed that the suggestions which you made are based on sound thinking and as a result, the Oregon Department advises that they are taking immediate steps to correct certain deficiencies as referred to in your letter. I am further advised that the Oregon Department will correspond with you further on this matter.

At this same time, I wish to advise that your registered, special delivery letter directed to Mr. W. A. Bugge, was referred to this office and please accept this letter as formal acknowledgment of both letters which you directed to Mr. Bugge and the undersigned.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. Glen Paxson

NOTED

RECEIVED
DEC 28 1959
STATE HIGHWAY COMMISSION

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DEC 28 1959
FOR FILING

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December 24, 1959

General Construction Company
P. O. Box 3060
Portland 8, Oregon

Gentlemen:

We propose to open the east bridge across the Columbia River between Portland and Vancouver at 1 p.m., Monday, January 4. At that time our operators will take over the operation of the lift span. This matter has been discussed with your Superintendent and he assures us that you will be ready for the routing of traffic over this structure at that time.

It is not proposed to operate the toll plaza as a toll-collecting station until 1 p.m., Sunday, January 10. Traffic will, however, flow through all lanes of the toll plaza after 1 p.m., January 4.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. D. B. Hedges
Mr. W. C. Williams
Mr. Lloyd P. Shaw
Mr. R. V. Cotton
Mr. Ivan D. Merchant

RECEIVED

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 23, 1959

COPY

George M. Haskett
Major General
Adjutant General
Washington National Guard
Camp Murray
Tacoma 33, Washington

Dear General Haskett:

I am transmitting herewith copy of a letter directed to General Hintz, Adjutant General of the Oregon National Guard, which, I am sure, you will find self-explanatory.

As background information I would like to advise that the Vancouver-Portland Interstate Toll Bridge is a joint venture between the two states and the Washington Toll Bridge Authority, in accordance with the agreement, is responsible for the financing and operation of the subject structure. We are obliged to give due consideration to Oregon statutes in the development of operating procedures and as a result of the Oregon statute, the Oregon Attorney General issued a formal opinion that equipment of the Oregon National Guard was subject to free passage over the structure. Undoubtedly there could have been an area related to the decision subject to controversy but inasmuch as the type of traffic involved was infinitesimal and would have no effect upon the production of revenues, the Authority elected to accept the Attorney General's opinion and at the same time extend the same consideration to equipment of the Washington National Guard.

This letter will serve to advise you of the Authority's position in this matter and the provisions which we have set forth in our letter to General Hintz will likewise be applicable to the movement of Washington National Guard equipment over the Vancouver-Portland Interstate Toll Bridge.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:nb

cc: Mr. Glen Paxson

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 22, 1959

COPY

Brigadier General Alfred E. Hintz
The Adjutant General
Military Department
21050 Fair Ground Road N. E.
Salem, Oregon

Dear General Hintz:

Reference is made to an opinion directed to your office by the Oregon Attorney General in the matter of movement of Oregon National Guard equipment across the Vancouver-Portland Interstate Toll Bridge on a toll free basis. I have just recently received a review of the Oregon opinion by the Washington Attorney General's office.

As a practical matter and consistent with the expression of the Oregon opinion, it has been concluded that the Washington Toll Bridge Authority has the latitude to extend free passage to Oregon National Guard equipment and personnel moving to and from training encampments as may be required by law or order to attend.

As of December 17th I presented this matter to the Washington Toll Bridge Authority for formal consideration. The Authority at its meeting of the 17th took the following action by motion:

> " That in view of the formal opinion issued by the Oregon Attorney General and in accordance with the provisions of Section 5 of that certain agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority, personnel and/equipment of the Oregon National Guard traveling to and from encampments will be granted free passage over the Vancouver-Portland Interstate Toll Bridge, but such free passage will be confined solely to those convoys required to move to and from encampments and will not cover individual passages of Guard personnel in private automobiles attending Guard functions or drills; and further, that the same consideration be extended to personnel and equipment of the Washington National Guard."

In order that there would be no inequities in the classification of firms and equipment, you will note that the Authority extended the same consideration to personnel and equipment of the Washington National Guard.

At such time as Oregon National Guard Convoys are desirous of making passage over the subject facility, it will be necessary that the Commanding Officer issue an order directed to the Washington Toll Bridge Authority and delivered to the Administration Building at the Vancouver-Portland Interstate Bridge, which will provide proper authorisation for the movement of equipment and personnel, thus in this manner the operating agency will then have proper clearance to pass the convoy. A control of this nature is necessary as we will be required to issue pass vouchers for the equipment in question in order that proper internal control and audit procedures may be properly exercised.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:nb

cc: Mr. Glen Paxson

Washington National Guard

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DEC 22 1959
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Salem, Oregon
December 21, 1959

Portland-Vancouver Interstate
Bridge toll collection

Mr. W. C. Williams

The Washington Toll Bridge Authority will have a force of 34 people on the Interstate Bridge toll-collecting facility. There are 25 toll collectors, one relief man, five supervisors, and three office employees; making up the total of 34.

At the present time we have 15 toll-bridge operators on our pay roll. Eleven of these live in Vancouver, but most of these 11 were originally Oregon residents who moved to Vancouver because of the shortened travel distance to their work.

We also have nine employees in our North Portland maintenance district who do routine surface maintenance, such as sanding and cleaning roadways. These are all Oregon residents on Oregon payroll. We also have extra bridge-maintenance crews who move onto the job from time to time for such structural maintenance as is required. All of the bridge operators and maintenance personnel are carried on Oregon payrolls.

GSP:gm

G. S. Paxson

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FOR FILING

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December 18, 1959

Mr. A. J. Dwyer
Dwyer Lumber & Plywood Company
6637 S. E. 100th Avenue
Portland 66, Oregon

Dear Mr. Dwyer:

The proposed schedule of tolls on the Interstate Bridge between Portland and Vancouver is as per the attached sheet. It is now proposed that the toll collection be started at noon on Sunday, January 10, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

TOLL SCHEDULE

PORTLAND-VANCOUVER INTERSTATE BRIDGE

CLASS OF VEHICLES	TOLL CHARGE
Passenger Cars	
Regular	$ .20
Commuter	.15
Passenger Car with Trailer (No Commuter rate)	.40
Light Trucks	
Regular	.20
Commuter	.15
Other Single Units	
Regular	.40
Truck Combinations	
Regular	.60
Buses	
Regular	.60

Commuter rates for passenger cars and light trucks will be affected by the sale of tokens. Discounts on truck tolls, both single units and truck combinations, and on bus tolls will be on a monthly charge-account basis, graduated by volume of use in accordance with the following table:

Monthly Volume	
20 to 39 trips	10 percent
40 to 79 trips	15 percent
80 to 159 trips	20 percent
160 to 319 trips	25 percent
320 to 639 trips	30 percent
640 to 1,279 trips	35 percent
1,280 to 2,499 trips	40 percent
2,500 or over	50 percent

January 10, 1960

Anthony J. Dwyer • President
Edwin C. Dwyer • Executive Vice-President
Robert F. Dwyer • Vice-President
Rosemary D. Frey • Secretary-Treasurer

DWYER LUMBER & PLYWOOD CO.

Manufacturers of West Coast Woods • 6637 S.E. 100th Avenue • Portland 66, Oregon
Telephone: PRospect 5-6711
Teletype No. PD 793 U

December 15, 1959

State Highway Commission
Salem, Oregon

Gentlemen:

Please send us information on the fee schedule for the Vancouver Interstate bridge which we understand will charge tolls starting January 1960.

We operate trucks and truck-trailer combinations over this bridge regularly, and we seek information on the cost and methods of payment for this type of hauling.

Very truly yours,

DWYER LUMBER & PLYWOOD CO.

A J Dwyer

A. J. Dwyer

AJD:jb

RECEIVED
DEC 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1959
OREGON
STATE HIGHWAY COMMISSION

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December 10, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I am returning herewith duplicate copies of vouchers on the Vancouver-Portland Interstate Toll Bridge construction funds setting up a Refund Account in the amount of $1,000, a Change Fund account in the amount of $10,000, and an Operating Fund Account in the amount of $50,000. These have been endorsed with our approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. C. A. Gardner

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

STATE OF WASHINGTON

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 8, 1959

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. H. Maison
Auditor

Re: Vancouver-Portland Interstate Toll Bridge - Construction Fund Expenses

Gentlemen:

The enclosed Washington Toll Bridge Authority voucher or vouchers, payable from the Vancouver-Portland Interstate Toll Bridge Facility 1956 Construction Fund, are presented for your approval as follows:

Vr. No.	Payee	Amount	Item
703T	Vancouver-Portland Interstate Toll Bridge Facility Refund Account	$ 1,000.00	To establish refund account.
704T	Vancouver-Portland Interstate Toll Bridge Facility Change Fund	10,000.00	To establish a change fund.
705T	Vancouver-Portland Interstate Toll Bridge Facility, Operating Fund	50,000.00	To establish the Operating Fund.

Please approve the voucher at the bottom and return to us for payment. The warrant, issued in payment of the voucher, will be mailed direct to the payee. We will send you at that time the triplicate copy of the voucher carrying the notation of the warrant number and date of payment.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES KRH
Secretary

REFERRED TO
C. H. MAISON, Auditor

DBH:hm
KRH
Att.

STATE OF WASHINGTON — INVOICE VOUCHER

AGENCY NAME

Washington Toll Bridge Authority

Agency 110

AGENCY ORDER NO.	INVOICE DATE	INVOICE NO.

INSTRUCTIONS TO VENDOR OR CLAIMANT: SUBMIT THIS FORM IN DUPLICATE TO CLAIM PAYMENT FOR MATERIALS, MERCHANDISE OR SERVICES. SHOW COMPLETE DETAIL FOR EACH ITEM.

VENDOR OR CLAIMANT

Vancouver-Portland Interstate Toll Bridge
Facility Refund Account
Vancouver, Washington

VENDOR'S CERTIFICATE: I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE ITEMS AND TOTALS LISTED HEREIN ARE PROPER CHARGES FOR MATERIALS, MERCHANDISE OR SERVICES FURNISHED TO THE STATE OF WASHINGTON

DESCRIPTION	AMOUNT	FOR AGENCY USE
To establish a Refund Account for the Vancouver-Portland Interstate Toll Bridge as provided by section 3 of Bond Resolution No. 312	$1,000.00	

Approved
[illegible] (sgd.)

ACCOUNT CODE							AMOUNT	
FUND	APPROP	PROGRAM	OBJECT	SUB			LIQUIDATION	NET INVOICE
								1,000.00
						TOTAL		1,000.00

[illegible]	DATE	NUMBER	AMOUNT	DISCOUNT

INVOICE

CARRIER

SHIPPING DOC. NO. | COLL. | PPD.

DETAIL OF ACCOUNT DISTRIBUTION

PROGRAM
OBJECT
ITEM AMOUNT

LIQUIDATION
TOTAL
SOURCE OF FUNDS
CODE
FUND APPROP AMOUNT
A
B
C
D
E
TOTAL

NET INVOICE
TOTAL
SOURCE OF FUNDS
CODE
FUND APPROP AMOUNT
A
B
C
D
E

STATE OF WASHINGTON — INVOICE VOUCHER

AGENCY NAME

Washington Toll Bridge Authority

Agency 410

AGENCY ORDER NO	INVOICE DATE	INVOICE NO

INSTRUCTIONS TO VENDOR OR CLAIMANT: SUBMIT THIS FORM IN DUPLICATE TO CLAIM PAYMENT FOR MATERIALS, MERCHANDISE OR SERVICES. SHOW COMPLETE DETAIL FOR EACH ITEM

VENDOR OR CLAIMANT

Vancouver-Portland Interstate Toll Bridge

Change Fund

Vancouver, Washington

VENDOR'S CERTIFICATE: I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE ITEMS AND TOTALS LISTED HEREIN ARE PROPER CHARGES FOR MATERIALS, MERCHANDISE OR SERVICES FURNISHED TO THE STATE OF WASHINGTON.

BY ______ (SIGN IN INK) ______ TITLE

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT	FOR AGENCY USE
To establish a "Change Fund" for the Vancouver-Portland Interstate Toll Bridge as provided by section 3 and section 11 of Bond Resolution No. 312				$10,000.00	

Approved
([illegible] (sgd.))

VANCOUVER - PORTLAND INTERSTATE TOLL BRIDGE
FACILITY CONSTRUCTION FUND

ACCOUNT CODE							AMOUNT	
FUND	APPROP	PROGRAM	OBJECT	SUB			LIQUIDATION	NET INVOICE
								10,000.00
						TOTAL		10,000.00

BUS	AUTO FR	P P	EX	RAIL

CARRIER

SHIPPING DOC NO	COLL	PPD	NO OF PCS

CENTRAL RECEIVING BY

DIV OR UNIT RECEIVED FOR

DIV OR UNIT RECEIVED BY

DATE OF RECEIPT	FRT CHARGE

AUDITED AND APPROVED FOR PAYMENT	DATE	NUMBER	AMOUNT	DISCOUNT	VOUCHER NO	WARRANT NO
BY					704	

← INVOICE →

STATE OF WASHINGTON — INVOICE VOUCHER

AGENCY NAME

Washington Toll Bridge Authority

Agency 410

AGENCY ORDER NO	INVOICE DATE	INVOICE NO

INSTRUCTIONS TO VENDOR OR CLAIMANT: SUBMIT THIS FORM IN DUPLICATE TO CLAIM PAYMENT FOR MATERIALS, MERCHANDISE OR SERVICES. SHOW COMPLETE DETAIL FOR EACH ITEM.

VENDOR OR CLAIMANT

Vancouver-Portland Interstate Toll Bridge

Facility, Operating Fund

Vancouver, Washington

VENDOR'S CERTIFICATE: I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE ITEMS AND TOTALS LISTED HEREIN ARE PROPER CHARGES FOR MATERIALS, MERCHANDISE OR SERVICES FURNISHED TO THE STATE OF WASHINGTON.

BY ______ (SIGN IN INK) ______ TITLE

DESCRIPTION	QUANTITY	UNIT		AMOUNT	FOR AGENCY USE
To establish the Operating Fund for the Vancouver-Portland Interstate Toll Bridge as provided by section 3 and section 11 of Bond Resolution No. 312				$50,000.00	

Approved — C. J. Dopson (sgd)

VANCOUVER-PORTLAND INTERSTATE TOLL BRIDGE
[illegible] FUND

ACCOUNT CODE							AMOUNT	
FUND	APPROP	PROGRAM	OBJECT	SUB.			LIQUIDATION	NET INVOICE
								50,000.00
TOTAL								50,000.00

BUS	AUTO FR	P P	EX	RAIL

CARRIER

SHIPPING DOC NO | COLL | PPD

CENTRAL RECEIVING BY

DIV OR UNIT RECEIVED FOR

DIV OR UNIT RECEIVED BY

DATE OF RECEIPT | FRT CHARGE

AUDITED AND APPROVED FOR PAYMENT	DATE	NUMBER	AMOUNT	DISCOUNT	VOUCHER NO	WARRANT NO
					705	

← INVOICE →

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DEC - 4 1959

FOR FILING
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December 3, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I went over the Interstate Bridge job in Vancouver yesterday and it appears definite that we will be ready to start collection of tolls by the first of January. I would suggest, however, that the starting date be January 4 as there undoubtedly will be considerable confusion and the New Year holiday would, of course, add to this.

The contractors for the headquarters building and the toll-taking equipment tell me that they will be done with their work by about the 15th of December. It will take a few days to check up on the toll-taking equipment, but by December 28, immediately after the Christmas holiday, you should be able to move into the building, at least with a skeleton staff to get your organization acquainted with the operation.

I am giving you this information now so that you may have as much time as possible to make whatever arrangements you feel are necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. A. Bugge

Mr. W. C. Williams

November 25, 1959

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

A few days ago you asked for revised estimates on the Jim Crow Point Columbia River Bridge and on the Puget Island Columbia River Bridge, based on the designs investigated in the 1944 report (Technical Bulletin No. 16), but revised to cover a 30-foot roadway. These estimates are as follows:

Columbia River Bridge at Jim Crow Point

Main span superstructure	2,130 feet	at $2,000	$ 4,260,000
Truss span superstructure	3,428 feet	at 735	2,520,000
Plate girder superstructure	760 feet	at 380	289,000
RCDG approaches	546 feet	at 300	164,000
Main span substructure, 4 piers			927,000
Approach span substructure			
Deck truss spans			978,000
Plate girder spans			276,000
Subtotal			$ 9,414,000
Engineering and contingencies, 18 percent			1,694,000
Subtotal			$11,108,000
Knappa Slough Bridge	1,686 feet	at $270	$ 455,000
Prairie Channel Bridge	2,499 feet	at $270	675,000
Subtotal			$12,238,000
Grading	$1,400,000		
Paving (asphaltic concrete)	$1,060,000		2,460,000
Total estimated project cost			$14,698,000

Columbia River Bridge at Puget Island

Main span superstructure	2,214 feet	at $2,000	$ 4,428,000
Deck truss superstructure	1,899 feet	at $ 735	1,395,000
Plate girder superstructure	808 feet	at $ 380	307,000
Trestle approaches	1,073 feet	at $ 240	257,000
Main span substructure, 3 piers			1,442,000
Approach substructure 15 piers and 1 abutment			1,300,000
Subtotal			$ 9,129,000
Engineering and contingencies, 18 percent			1,643,000
Subtotal			$10,772,000
Hunts Creek Bridge	231 feet	at $240	$ 55,000
Relief Openings, Washington side	342 feet	at $240	$ 82,000
	51 feet	at $240	$ 12,000
Subtotal			$10,911,000
Grading		$ 290,000	
Paving (asphaltic concrete)		$ 354,000	$ 644,000
Total estimated project cost			$11,555,000

We have attempted to apply unit prices to the quantities used in the 1944 report that would reflect present-day conditions. The paving estimated in 1944 was bituminous macadam. The estimates given above are for asphaltic concrete 24 feet in width. These figures are very rough estimates but are the best we can do in working with the old data.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

Columbia River Bridge at Puget Island

Nov. 23 '59

Main Span Super-Structure	2214' @ #2000	= #4,428,000
Deck Truss " "	[illegible]' @ #725	= 1,295,000
Plate Girder " "	808' @ #380	= 307,000
Trestle Approaches 1073' @ 240		= 257,000
Main Span Substructure 3 Piers		= 1,442,000
Approach Substructure (15 Piers and one abutment)		= 1,300,000
	Subtotal	#9,129,000
	Engr. & Cont. 18%	1,643,000
	Total	#10,772,000

Hunts Creek Bridge

231' @ #240/ft. = #55,000

Relief Openings, Washington Side

342' @ #240 = #82,000
51' @ #240 = #12,000

Total #10,911,000.

Note: [illegible] all structures

Columbia River Bridge at Jim Crow Point

Main Span Super-Structure	2130' @ 2000⁻	= #4,260,000
Truss Span " "	3428' @ #735	= 2,520,000
Plate Girder " "	760' @ 380⁻	= 289,000
RCDG Approaches	546' @ #300⁻	= 164,000
Main Span Substructure 4 Piers		= 927,000
Approach Span Sub-Structure		
Deck Truss Spans		= 978,000
Plate Girder Spans		= 276,000
	Subtotal	# 9,414,000
	Engr. & Cont. 18%	1,694,000
	Total	# 11,108,000

Knapps Slough Bridge
1686' @ #270/ft. = #455,000

Prairie Channel Bridge
2499' @ #270/ft. = #675,000

Total #12,238,000

Note: 30' roadway on all structures

A

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7971-53

5518

November 25, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Columbia River Interstate
Bridge between Portland, Oregon
and Vancouver, Washington

The General Bridge Act, as given in Title 33, Chapter 11, Section 526, U. S. Code Annotated, provides that the Secretary of the Army may prescribe reasonable rates of toll for transit over any interstate bridge. The following schedule of toll charges has been set up by the Washington Toll Bridge Authority and concurred in by the Oregon State Highway Commission, covering tolls on the Columbia River Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

Class of Vehicles	Toll Charge
Passenger Cars	
Regular	$ .20
Commuter	.15
Passenger Car with Trailer (No commuter rate)	.40
Light Trucks	
Regular	.20
Commuter	.15
Other Single Units	
Regular	.40
Truck Combinations	
Regular	.60
Buses	
Regular	.60

Commuter rates for passenger cars and light trucks will be affected by the sale of tokens. Discounts on truck tolls, both single units and truck combinations and on bus tolls, will be on a monthly charge account basis, graduated by volume of use in accordance with the following table:

Monthly Volume	
20 to 39 trips	10 percent
40 to 79 trips	15 percent
80 to 159 trips	20 percent
160 to 319 trips	25 percent
320 to 639 trips	30 percent
640 to 1,279 trips	35 percent
1,280 to 2,499 trips	40 percent
2,500 or over	50 percent

These tolls are established with the expectation that revenue therefrom will retire the revenue bonds issued to finance the project within a period of not to exceed 10 years. It is requested that the approval of the Secretary of the Army be given to the above-listed toll schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn

cc Mr. D. B. Hedges
Mr. W. A. Bugge
Mr. W. C. Williams
Mr. Ivan D. Merchant

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

November 24, 1959

Mr. Glen S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson: Re: Vancouver-Portland Interstate Bridge

Reference is hereby made to your recent letter in the matter of volume discounts established for use of truck and bus equipment on the Vancouver-Portland Interstate Bridge. The discounts established are as follows:

Monthly Volume	
20 to 39 trips	10%
40 to 79 "	15%
80 to 159 "	20%
160 to 319 "	25%
320 to 639 "	30%
640 to 1279	35%
1280 to 2499	40%
2500 or over	50%

My apologies for the delayed response to your letter of November 9; however, I did wish to have an opportunity to review the schedule with our traffic engineers and the members of the Authority. As you will appreciate, this matter will have to be acted on by the Authority. Inasmuch as we have not had a recent meeting in order to present the discount schedule for formal action, I have discussed the matter with the members and find that they concur in the schedule and will ratify it at our next meeting. Our traffic engineers have also approved the schedule.

This letter will serve to formally advise that you are privileged to release this information to the U. S. Corps of Engineers for approval.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES
Executive Secretary

RECEIVED
NOV 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DBH:hm
cc: W. A. Bugge

NOV 25 1959

November 9, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Re: Vancouver-Portland
Interstate Bridge

I have your letter of November 6 concerning the toll schedule for trucks and advise that the proposed schedule is satisfactory to us.

Am I now at liberty to combine this truck schedule with the passenger-car schedule quoted in my previous letter and submit the entire schedule to the U. S. Corps of Engineers for its approval?

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
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ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

November 6, 1959

Mr. Glen Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Vancouver-Portland Interstate Toll Bridge

Dear Mr. Paxson:

I am transmitting herewith copy of a letter directed to Wilbur Smith & Associates, together with attachments, in the matter of proposed monthly discount schedules for commercial traffic utilizing the Vancouver-Portland Interstate Bridge. I would sincerely appreciate your review of the attached and if you concur in our recommendation, your advice to that end.

I had hoped to have this matter before you at an earlier date; however, we have solicited information from the Motor Transport Associations of Oregon and Washington, as we felt that this was essential in order that our approach to our discount schedule would be based upon sound thinking.

In order that this matter may be finalized as expeditiously as possible, I would appreciate hearing from you at your early convenience.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: Wilbur Smith & Associates
W. A. Bugge

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[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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STATE [illegible]

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Chairman of Authority

CLIFF YELLE, State Auditor

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Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

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W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

November 6, 1959

Mr. Henry K. Evans, Manager
Wilbur Smith & Associates
580 Market Street
San Francisco 4, California

COPY

Dear Sir: Re: Vancouver-Portland Interstate Bridge

You will recall that some time ago when you were in the office, I discussed the matter of establishing a commuter rate for commercial vehicles using the Vancouver-Portland Bridge on a volume discount basis rather than a flat commuter rate which was set forth in your report on the project. In order to develop information to use as a basis for calculation, we solicited information from the Oregon and Washington Motor Transport Associations so that factual data would be before us in our analysis. We favor the discount factor for the establishment of commuter rates for commercial vehicles rather than a flat commuter rate in that it provides a very definite advantage to the volume user and likewise provides an additional incentive for commercial vehicles to use the facility. We feel that such a procedure is fairer and more equitable approach to this type of problem and based upon previous experience, have found excellent reception in the trucking industry.

Attached hereto you will find a tabulation of firms and the probable trips they will be making within a calendar month. It is interesting to note that the calculation as computed by this office, based upon the discount factor established, results in approximately the same dollar income that would be experienced to the facility based upon the flat commuter rate established in your report. Based upon our analysis, we propose and recommend that the following discount schedule be established:

20 to 39 trips	10%
40 to 79 "	15%
80 to 159 "	20%
160 to 319 "	25%
320 to 639 "	30%
640 to 1279 "	35%
1280 to 2499 "	40%
2500 or over	50%

In addition to the truck lines set forth within the attached, you may be advised that there will be three major bus companies utilizing the facility, which will consist of Trailways, Greyhound and the Vancouver-Portland Bus Company. Obviously the Vancouver-Portland Bus Company will be the largest volume user inasmuch as they render local transit service between the two cities. We do not have the estimated traffic from Trailways and Greyhound but we estimate that Trailways will probably operate 10 or 12 trips a day and Greyhound 24 or 26 trips a day. The Vancouver-Portland Bus Company advises that their present schedule calls for a total of 32,708 trips on an annual basis broken down as follows:

255 week days - 90 trips per day
52 Saturdays - 90 trips per day
43 winter Sundays and holidays - 56 trips per day
15 summer Sundays and holidays - 72 trips per day
charter and extra trips - 60 per year

I think from the attached you will appreciate that our analysis has been made on factual information, and that if you will consider the subject information, you will conclude that the dollar return to the system based upon our proposed discount schedule will be entirely consistent with your initial projection of revenue.

I would sincerely appreciate your review of the attached at your earliest convenience and your concurrence in the discount schedule which we propose.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: W. A. Bugge
Glen Paxson

NCOUVER-PORTLAND INTERSTATE TO BRIDGE
PROPOSED VOLUME DISCOUN

No. Trips	Name	Solo Trips	Combo Trips
4	Rodney Hussey	-	4
80	Brookside Concrete Prod.	80	-
101	Bekins M & S Company	12	89
44	Olsen Roe Transfer	44	-
241	L. A. Seattle Mtr. Exp.	20	221
1376	Consolidated Frtwys.	86	1290
8	Horse Van Service	-	8
300	St. John Motor Express	-	300
20	Chappell's	-	20
922	Inland Motor Freight & P.H.T.	78	844
400	Williams Transfer	100	300
8	Eugene Trfr & Strg	4	4
60	Butler Tire & Battery	60	-
14	W. Y. Moore Trfr. Co.	14	-
562	P. I. E.	60	502
71	Insured Transporters Inc.	11	60
456	Martin Trfr. Co.	-	456
66	McCabe Moving & Strg. Co.	16	50
44	Lyon Van Lines	-	44
64	Std. Oil Co. of California	8	56
240	Sills Truck Service Inc.	20	220
6	Caravan Trns. & Strg.	6	-
60	Salem Navigation Co.	-	60
86	Battle Ground Trk. Ser.	86	-
30	Kenneth Poorman Co.	-	30
20	Transport Service	-	20
20	Holman Trfr. Co.	12	8
8	Stnd. Batteries, Inc.	8	-
80	Interstate Heavy Hauling	20	60
80	Haney Truck Lines	-	80
90	Wilbelin	60	30
40	Sites Silverwheel Frt. Line	-	40
210	Silver Eagle Co.	10	200
150	Arrow Trnsp. Co.	-	150
18	Fulton Trns. & Strg.	12	6
762	Dairy Co-op Assn.	450	312
56	Van Waters & Rogers, Inc.	-	56
32	Air Mac Inc. of Oregon	32	-
12	L. C. Hall Trk. Line, Inc.	4	8
90	Terminal Trfr. Inc.	60	30
40	Ken R. Humke Co.	40	-
74	O'Neill Trfr. Co.	24	50
26	Gatto & Sons	26	-
100	Asbury Trfr. Co.	-	100
1368	Interstate Frt. Line Inc.	-	1368
120	Convoy Company	-	120
40	Ore. Nev. Calif., Fast Freight	-	40
16	Western Condensing Co.	-	16
76	Oregon Trfr. Co.	36	40
6	Ralph's Trfr.	6	-
520	Lee & Eastes Tank Service	-	520
446	Columbia River Trk. Co.	50	396

VA JVER-PORTLAND INTERSTATE TOLL DGE

No. Trips	Name	Solo Trips	Combo Trips
60	Howard R. Williams	-	60
900	Portland-Seattle Frt. Line	100	800
16	Wells Pistoresi & Son	-	16
480	Bower Trk. Ser.	320	160
50	AAAA Trk. Rental Inc.	-	50
80	Best Way Mountain Frt.	-	80
6	Riverside Wharehouses	-	6
120	Oregon Washington Transport	20	100
18	Cement Dist. Inc.	-	18
20	C. Leonard Cobb	-	20
81	Pacific Fruit & Produce	24	57
600	Home Transfer	-	600
30	Northwood Plywood	-	30
95	Herreh-Gen	-	95
2	Inland Motor Freight	-	2
20	Beardmore Heavy Hauling	-	20
8	Inland Petroleum Trans. Co.	-	8
84	Safeway Stores Inc.	-	84
100	Nalley's Inc.	-	100
30	P. Saberno Trnsp.	30	-
350	United Truck Lines	-	350
16	Hamilton Trucking Ser.	2	14
240	Puget Sound Truck Lines	-	240
61	Dalles & Mavis Fwdg. Co.	30	31
40	Sears Roebuck & Co.	-	40
120	B-Line Transport	120	-
940	P. H. T.	96	844
700	Interstate Frt. Lines	-	700
15030	79 Firms	2297	12733

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

FILING

November 3, 1959

Melvin E. Haines, CWO, USA, Adjutant
Headquarters US Army Advisor Group
2150 Fairgrounds Road N. E.
Salem, Oregon

COPY

Dear Mr. Haines:

Reference is made to your letter of September 16, 1959, wherein you requested our consideration in extending a toll pass to three of your military personnel who live in Vancouver, Washington, with duty station located at the Portland International Airport, at such time as tolls are imposed on the Vancouver-Portland Bridge.

I apologize for the delay in responding to your letter; however, at the moment there is some legal question with respect to the passage of military personnel. The Oregon Attorney General has ruled, based upon Oregon statutes, that "Any person belong to the military forces of the State of Oregon, going to or returning from any encampment which he may be required by law or order to attend, shall, together with his conveyance and the military property of the state, be allowed to pass free through all tollgates, and over all bridges and ferries." Please bear in mind that the opinion of the Attorney General was based on Oregon statutes and poses a problem in that it does appear there is some conflict between the laws of Oregon and Washington in this regard.

The Washington Toll Bridge Authority, a state agency created under state law, is charged with the responsibility of operating the Vancouver-Portland Bridge at such time as tolls are imposed. Our statutes specifically provide that tolls shall be collected from all vehicles using the facility. This matter is presently being reviewed by our Attorney General and I am sincerely hopeful that we will have a decision some time in the near future. However, from the foregoing, you will note that the Oregon exemption from tolls applies only to passage to and from encampment. It does not appear that it will exempt military personnel traveling to and from drills or regular military assignments from the payment of tolls.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

RECEIVED
HIGHWAY ENGINEER

By: D. B. HEDGES
Executive Secretary

DBH:hm

cc: Mr. G. S. Paxson

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October 30, 1959

Mr. Lyle J. Gross
215 N. W. 18th Street
Camas, Washington

Dear Mr. Gross:

This is in reply to your letter of October 29 concerning passage over the Interstate Bridge between Portland and Vancouver after it becomes subject to toll, as pertains to Armed Forces Reservists attending drills.

The Oregon Law ORS 397.300 (3) reads as follows:

> "Any person belonging to the military forces of the State of Oregon going to, or returning from any encampment, which he may be required by law or order to attend, shall, together with his conveyance and the military property of the state, be allowed to pass free through all tollgates, and over all bridges and ferries."

You will note that this exemption from toll applies only to passage to and from encampment. It does not appear that it will exempt National Guard personnel to and from drills.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. D. B. Hedges
Mr. W. C. Williams

215 N. W. 18th Street
Camas, Washington
October 29, 1959

Interstate Toal Bridge Authority
State Highway Department
State Capitol
Salem, Oregon

Dear Sirs,

When tolls are established on the Interstate Bridge on U.S. Highway 99 between Portland and Vancouver, Washington, will Armed Forces Reservists attending drills across the river be charged? Navy and Air Force facilities are in Oregon and some Army and Air Force facilities are in Washington thus traffic in both directions will be affected.

I would appreciate comments concerning this matter in view of the present Oregon laws concerning exemptions granted National Guardsmen. Thank you very much.

Yours very truly,

Lyle J. Gross

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OCT 29 1959
FOR FILING

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October 26, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Attached hereto is a draft of a letter I propose to send to the U. S. Engineers covering the establishment of the toll schedule at the Interstate Bridge at Vancouver. This toll schedule is taken from a copy of your letter dated September 29, 1959, to the Vancouver Fast Freight of Vancouver, Washington. I anticipate that you will want to make some corrections before it is submitted to the Army Engineers and I am therefore holding my copy of the draft pending further advice from you.

I note that you are showing commuter rates on heavy single-unit trucks, truck combinations, and buses. I am wondering how you are going to handle this as it does not seem practicable to issue tokens covering truck and bus operations. I had understood that some kind of a charge account system would be set up in which the rate would vary with the volume of the individual account.

It would be appreciated if you would make such changes in the toll schedule that you think advisable and return so that I can get it to the Corps of Engineers as early as possible. In talking with the Portland office I was advised that they will probably have to send out notices to all interested parties and may even have to hold a hearing in order to comply with their regulations. This would take some time and we should give them all the notice possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

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W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 6, 1959

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Acknowledgment is hereby made of your letter of October 1 wherein you advised that your records do not indicate that a schedule of tolls for the Interstate Bridge has ever been submitted to the U. S. Army Corps of Engineers for approval.

A review of our files gives no indication of the toll schedule having been submitted to the Corps. In view of the fact that your Department has carried on all of the correspondence with the Federal Agencies connected with this facility, it would be sincerely appreciated if you would assume the responsibility of filing the schedule of tolls as is required with the U. S. Army Corps of Engineers.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hls

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OFFICE OF
STATE HIGHWAY ENGINEER

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STATE HIGHWAY COMMISSION

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October 23, 1959

Mr. Arthur J. Farmer, General Manager
Portland Chamber of Commerce
Portland 4, Oregon

Dear Mr. Farmer:

In my letter to you of September 9, I advised that I would attempt to arrange a meeting with Mr. Frank Turner, Chief Engineer of the Bureau of Public Roads; and Mr. W. A. Bugge, Director of the Washington Department of Highways, at the Boston meeting of the American Association of State Highway Officials to discuss the matter of tolls on the Vancouver bridge.

Mr. Turner, Mr. Bugge, and I discussed this matter at considerable length, and it appeared definite that there was no solution pending action by Congress in so far as Federal assistance being obtained is concerned.

In summary thereof, it is evident that pending action of the Congress there can be no way of removing tolls from the Vancouver bridge unless the bonds outstanding for the construction of the bridge be purchased by local interests. By local interests, I mean State, County, and City. I am very doubtful as to any progress along this line.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

R

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST J. KETCHAM, Chairman
State Highway Commission

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Department of General Administration

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W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 2, 1959

G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Paxson:

Thanks very much for your letter of September 29 with which you transmitted a copy of the Attorney General's opinion regarding the movement of National Guard Units across the Vancouver-Portland Bridge.

The ruling as issued by your Attorney General is, I believe, somewhat contrary to our statute with respect to operation of the facility. However, in order to clarify the point in question, I am submitting the opinion as authored by Mr. Lindas to our Legal Section for review. As soon as I have been advised by our Attorney General, you will be informed as to his findings.

In the meantime, on the assumption that our Legal Division will concur with the Oregon opinion, we will give consideration to the identification question which you raised and be in a position to advise you when you return from AASHO.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

copy to
Lindas

NOTED
G. S. PAXSON

DBH:hls

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OFFICE OF
STATE HIGHWAY ENGINEER

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1959
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STATE HIGHWAY COMMISSION

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SEP 30 1959
FOR FILING

September 29, 1959

General Alfred E. Hintz
The Adjutant General
Military Department
2150 Fairgrounds Road, N. E.
Salem, Oregon

Dear General Hintz:

This is in reply to your letter of September 28, concerning use of the Astoria-Megler Ferry and the Portland-Vancouver Interstate Bridge by the Oregon National Guard.

The Portland-Vancouver Interstate Bridge is to be operated by the State of Washington through the Washington Toll Bridge Authority. I am referring Mr. Lindas' opinion to them with a request that they advise as to how the matter would be handled.

The Astoria-Megler Ferry is operated by the State of Oregon and the Maintenance Division of the Highway Department will work out the method of handling the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. P. M. Stephenson

September 29, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

The question of free use of the Columbia River Interstate Bridge between Portland and Vancouver has been raised by the Commander of our National Guard Units. I am attaching hereto a copy of the Attorney General's opinion which seems to indicate that under Oregon law the National Guard would be entitled to free passage over the bridge. We have been asked how this would be handled as to identification of personnel and equipment. Since you are to operate the bridge, I would appreciate your advice.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

STATE OF OREGON
MILITARY DEPARTMENT
Office of THE ADJUTANT GENERAL
SALEM

REFERRED TO
Stephenson
By State Highway Engineer

AGOT

28 September 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Bldg
Salem, Oregon

Dear Mr. Williams:

We have recently requested an opinion from the Attorney General, State of Oregon relative to the provisions of ORS 397.300 exempting members of the Oregon National Guard and military equipment from payment of tolls on bridges and ferries. A copy of his opinion number 4595 is inclosed.

It would appear from the above opinion that members of the Oregon National Guard and all military equipment are exempt from the payment of tolls on the Astoria-Megler Ferry when participating in ordered periods of training. This will normally include only the annual training period at Fort Lewis, Washington.

Please advise what type of identification you will require for personnel and equipment of the Oregon National Guard.

Alfred E Hintz
ALFRED E. HINTZ
Brigadier General
The Adjutant General

Incl: Atty Gen Opinion no. 4595

RECEIVED
SEP 29 1959
OREGON
STATE HIGHWAY COMMISSION

ROBERT Y. THORNTON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM

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SEP [illegible]
LEGAL DEPT.

September 18, 1959

Brigadier General Alfred E. Hintz
The Adjutant General
Military Department
2150 Fairgrounds Road N.E.
Salem, Oregon

No. 4595

You have asked for an opinion as to whether personnel and equipment of the Oregon National Guard, enroute to and from training facilities in the State of Washington, are exempt by the provisions of ORS 397.300 (3) from the payment of tolls for passage over (1) the Astoria-Megler Ferry, (2) the Portland-Vancouver Interstate Bridge and (3) the Longview-Rainier Bridge.

ORS 397.300 (3) provides:

> "Any person belonging to the military forces of the State of Oregon going to, or returning from any encampment, which he may be required by law or order to attend, shall, together with his conveyance and the military property of the state, be allowed to pass free through all tollgates, and over all bridges and ferries." (Emphasis supplied)

The Astoria-Megler Ferry is owned by the State of Oregon, and is operated by the Oregon State Highway Commission as a part of the Oregon highway system. As such, it is subject to the laws of the State of Oregon, which, of course, include ORS 397.300 (3).

The new portion of the Portland-Vancouver Bridge was constructed pursuant to a cooperative agreement, executed by the State of Oregon, the State of Washington and the Washington Toll Bridge Authority on August 9, 1954, and amended April 27, 1955. The general provisions of the amended agreement provide, in paragraph 5:

> "In the construction of said proposed new bridge, and alteration or reconstruction of the existing bridge, and the use, maintenance and operation of both said bridges, due regard shall be given to all applicable state and federal statutes, and to all rules, regulations and requirements of the United States or its agencies." (Emphasis supplied)

In this manner, all applicable statutes of the Federal Government and the States of Oregon and Washington were incorporated into the terms of the agreement governing the construction, use, maintenance and operation of both the old and new bridges. Consequently, I am of the opinion that ORS 397.300 (3) is an "applicable state statute," such as was contemplated by the parties to the cooperative agreement, and that "due regard" for its provisions would require that personnel and equipment of the Oregon National Guard be allowed to pass over the bridge toll-free, when going to or returning from any encampment which they are required by law or order to attend.

The Longview-Rainier Bridge was constructed with private capital and then sold to the Washington Toll Bridge Authority, an agency of the State of Washington, and the present owner of the bridge. The toll collection station for the bridge is located on the Washington side of the Columbia River and would, therefore, be only subject to the laws of the State of Washington. I cannot venture to give an opinion as to the application of Washington law to your question concerning the Longview-Rainier Bridge, but suggest that you refer this portion of your inquiry to the Attorney General for the State of Washington.

However, as to the Astoria-Megler Ferry and the Portland-Vancouver Bridge, it is my opinion that the provisions of ORS 397.300 (3) are controlling and that personnel and equipment of the Oregon National Guard are exempt thereby from the payment of toll charges, while enroute to and from such training encampments in the State of Washington, as they may be required by law or order to attend.

Very truly yours,

ROBERT Y. THORNTON
Attorney General

By L. I. Lindas
Assistant

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October 1, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

My files do not show that we have ever submitted the toll schedule for the Interstate Bridge to the U. S. Army Corps of Engineers for its approval. In the Federal General Bridge Act is a section requiring approval of the toll schedules for any bridges over navigable waters. This probably has been taken care of, but I just happened to think of it in reading your letter of September 29 informing the Vancouver Fast Freight of the toll schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

September 29, 1959

COPY

Vancouver Fast Freight
P. O. Box 451
Vancouver, Washington

Attention: Mr. Ernest Christenson   Re: Vancouver-Portland Toll Bridge

Gentlemen:

The toll schedule adopted by the Washington Toll Bridge Authority and concurred in by the Oregon State Highway Commission for the Vancouver-Portland Toll Bridge is as follows:

Class of Vehicles:	Toll Charge
Passenger Cars	
Regular	$ .20
Commuter	.15
Passenger Car with Trailer (No Commuter Rate)	.40
Light Trucks	
Regular	.20
Commuter	.15
Other Single Units	
Regular	.40
Commuter	.30
Truck Combinations	
Regular	.60
Commuter	.45
Buses	
Commuter	.45

You will note that a commuter rate has been established for practically all classes; however, a final determination, with respect to truck and bus discounts, has not been resolved. We are presently analyzing the truck traffic that will be using the facility after tolls are imposed and it is quite possible that we will develop a graduated discount schedule for commercial vehicles which will be based upon the volume of trips within a calendar month. As you are probably aware, we use this procedure on the Longview and Tacoma Narrows Bridges. As soon as we have made a firm determination on this matter, you will be advised accordingly.

In order that you will be appreciative of the program, I am attaching hereto, a copy of our Tacoma Narrows Toll Bridge Schedule and if you will refer to the reverse side, you will note the discount schedule that has been established for this facility.

At the moment, a firm date has not been established for the inauguration of toll charges; however, at this time it appears that tolls will probably be placed in effect somewhere between the middle of January to the early part of February of 1960.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:nb

cc: Oregon State Highway Department
Mr. Glen Paxson

RECEIVED
AUG 24 1959
FOR FILING
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August 20, 1959

Mr. Arthur J. Farmer, General Manager
Portland Chamber of Commerce
824 S. W. Fifth Avenue
Portland 4, Oregon

Dear Mr. Farmer:

Reference is to your letter of August 3, with which you submitted a copy of a letter from Harold Say relative to tolls on the bridge across the Columbia River at Vancouver. In this letter, Mr. Say seemed to think there was a possibility of some solution if a meeting were held between Mr. Bugge of Washington; Mr. Francis Turner, Chief Engineer of the Bureau of Public Roads; and myself.

I have followed up on this matter and have contacted Mr. Turner in Washington, D. C., and Mr. Turner advises that there is some misunderstanding relative thereto. He states that, without Congressional action, there is no manner wherein means may be provided to remove tolls from the structure unless bond holders were paid by the State, cities, or counties involved. He has indicated that there would be no reason or could any benefit result from personal meeting between Mr. Bugge, Mr. Turner, and myself.

I am sorry that I can offer no more encouragement in this matter, but it appears a foregone conclusion that only Congressional action on the reimbursement, for not only toll bridges but toll roads as well, could result in elimination of tolls on the Interstate Bridge. I consider such action by Congress extremely doubtful, and certainly no action will result in time to permit the opening of the bridge toll free.

Sincerely yours,

W. C. Williams
State Highway Engineer

WCW:ms

cc Hon. Terry D. Schrunk
Mr. M. K. McIver
Mr. Forrest Cooper

OFFICE OF THE MAYOR
CITY HALL

TERRY D. SCHRUNK
MAYOR

1851

CITY OF PORTLAND
OREGON

August 5, 1959

Mr. Milo K. McIver, Chairman
State Highway Commission
Care Commerce Investment, Inc.
Commerce Building
225 S. W. Broadway
Portland, Oregon

Dear Milo:

I am in receipt of a copy of Harold Say's letter to Arthur J. Farmer, General Manager of our Portland Chamber of Commerce, relative to the possibility of a joint meeting of the Washington State Highway Commission and the Oregon State Highway Commission with Francis C. Turner, Chief Engineer of the Bureau of Roads, in an attempt to explore the possibilities of working out a compromise regional settlement that would eliminate the requirement for a toll on the new Interstate Bridge. I urge that you and your Chief Engineer and your Commission take the initiative to at least set up such a meeting to explore all possible avenues of working out such a local arrangement.

I tend to agree with the Oregon and Washington congressional delegation that we do not stand too good a chance of successfully passing a measure that would specifically, by congressional action, place the Interstate Bridge between Oregon and Washington under the Federal Highway Program without taking into consideration the entire problem across the country of toll roads and other toll bridges. It is my feeling that our situation is considerably different probably than that in almost all other areas; consequently, any attempts to work out the matter between the Oregon and Washington Highway Commissions and the Chief Engineer of the Bureau of Roads could possibly be the only solution to our problem.

I respectfully urge that you and your Commission, acting through your Chief Engineer, take the initiative in establishing such a meeting and do all that you

COPY

possibly can to bring about a local agreement between our two states with the Federal Bureau of Roads that will make it possible to operate the Interstate Bridge toll free.

Thank you for your kind attention to this suggestion.

Yours truly,

MAYOR

TDS:w

cc Arthur J. Farmer
W. C. Williams
Commissioner Grayson
Alexander Brown

RECEIVED
AUG 6 1959
[illegible]

RECEIVED
AUG 6 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Portland Chamber of Commerce
PORTLAND 4, OREGON

ARTHUR J. FARMER
GENERAL MANAGER

August
Third
1959

NOTED
W. C. WILLIAMS

MR. W. C. WILLIAMS
State Highway Engineer
State Highway Commission
SALEM, OREGON

Dear Mr. Williams:

Herewith a reply from Harold Say, our Washington, D. C. Representative, on the subject of the Gore Bill appropriations. It possibly carries nothing not known to you but the affirmation of the statement by Francis C. Turner, Chief Engineer of the Bureau of Roads, inviting a meeting with Oregon-Washington Highway Commission representatives to effect a settlement which might not involve the complicating toll roads issue of the Eastern states, may be of interest or substantiate your own thinking on the next approach.

Yours sincerely

Arthur J. Farmer
General Manager

AJF:mes

cc: Hon. Terry D. Schrunk
Mayor of Portland
City Hall
Portland, Oregon

Enclosure

RECEIVED
AUG 4 1959

RECEIVED
AUG 4 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Portland Chamber of Commerce
PORTLAND 4, OREGON

ARTHUR J. FARMER
GENERAL MANAGER

August
Third
1959

NOTED
W. C. WILLIAMS

MR. W. C. WILLIAMS
State Highway Engineer
State Highway Commission
SALEM, OREGON

Dear Mr. Williams:

Two letters from Harold Say on the subject of the Gore Bill appropriations, dated July 30 and 31 respectively, are attached as a matter of information.

Yours sincerely

Arthur J. Farmer
General Manager

AJF
S

Enclosures

cc: Hon. Terry D. Schrunk
Mayor of Portland
City Hall
Portland, Oregon

RECEIVED
AUG 4 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1959
[illegible]

WASHINGTON, D. C. OFFICE

PORTLAND CHAMBER OF COMMERCE

420 MILLS BUILDING
WASHINGTON 6 D. C.
HAROLD B. SAY, MANAGER

HOME OFFICE
824 S. W. FIFTH AVENUE
PORTLAND 4 OREGON

TELEPHONE
OFFICE DISTRICT [illegible]
HOME-OVERLOOK 3 5509

July 31, 1959

ARTHUR J. FARMER

Dear Arthur:

Further as regards my letter of July 30 on the basic federal highway legislation:

Russell Mack, who is No. 2 on House Public Works and who has been in on road legislation from the beginning, tells me he and administration people would have been more pleased had Ways and Means recommended a half cent gas tax. However, the Democratic side is adamant and will not likely brook any fundamental change in Ways and Means recommendations. U.S. Chamber people and others I have talked to do not see how the President can veto the legislation if passed.

The one fifth take from the auto excise tax will yield about $250,000,000 a year. A half cent gas tax would give around $300,000,000.

Russell Mack says the legislation as proposed would not cut down outlay for highways this year. It would lessen the amounts for subsequent years unless additional legislation were adopted later.

The Interstate system alone is affected.

In that Myrna mentioned that Frank McCaslin and Dick Montgomery were particularly concerned, and not being certain as to whether you had returned from vacation, I sent the two of them copies of my letter to you on the subject.

Sincerely,

Harold B. Say

HBS:hb

WASHINGTON, D. C. OFFICE
PORTLAND CHAMBER OF COMMERCE

420 MILLS BUILDING
WASHINGTON 6, D. C.
HAROLD B. SAY, MANAGER

HOME OFFICE
[illegible] S. W. FIFTH AVENUE
PORTLAND 4 OREGON

TELEPHONE
OFFICE DISTRICT 7-1764
HOME - OVERLOOK 3 5606

July 31, 1959

NOTED
W. C. WILLIAMS

ARTHUR J. FARMER

Dear Arthur:

Concerning the matter of toll removal on the Interstate Bridge:

Firstly, let me say any immediate prespects for such removal are dim.

I had Dick Neuberger's office send you a bill - S.2404 - which he, Morse, Jackson and Magnuson introduced last week.

Russell Mack of Washington (Vancouver is in his district) has introduced a similar bill in the House.

None of the sponsors has any real hope of accomplishing anything.

If the bridge was an isolated case, tolls could probably be removed without too much effort.

There is not the remotest possibility of even a hearing on the subject this session.

Crux of the situation is this; namely, that New York, New Jersey, Connecticut and the rest with toll roads would insist on the federal government taking over their toll roads. Cost would be in the neighborhood of $4,300,000,000.

Russell Mack, who as I have explained, is number 2 on House Public Works and one of the House's best men on highways, points out that the Highway departments of Oregon and Washington definitely wanted the toll structure to prevent using large sums of their funds that would have to be taken from other roads. They did not anticipate the big federal interstate undertaking.

Mr. Mack feels there is one possibility of solution; specifically for Dutch Williams, W. M. Bugge of Washington's Highway department and their legal heads to ask for a session with Bureau of Public Roads officials here.

Francis C. Turner, chief engineer of the Bureau, has told Mr. Mack that they would be glad to meet with the two groups. They might be able to work out a deal whereby they could switch matters around to eliminate tolls, then come under the 90 per cent allotment. Mr. Mack tells me it is absolutely the only hope, and that the two states will have to take the initiative.

You might pass this information on to the City Hall.

The bills introduced are only gestures, and any one hoping for their enactment is on a thin foundation.

Walter Norblad with whom I talked yesterday on the subject simply said our people had best follow Mr. Mack's advice; that he is the one person from our corner of the country who really knows the picture.

Sincerely,

Harold B. Say

HBS:hb

P.S. I might add that Mr. Mack tells me the Highway department people of our two states never took the matter up with Bureau of Public Roads before executing contract. H.B.S.

WASHINGTON, D. C. OFFICE

PORTLAND CHAMBER OF COMMERCE

420 MILLS BUILDING
WASHINGTON 6, D. C.
HAROLD B. SAY, MANAGER

HOME OFFICE
824 S. W. FIFTH AVENUE
PORTLAND 4, OREGON

TELEPHONE
OFFICE - DISTRICT 7-1704
[illegible]

July 30, 1959

ARTHUR J. FARMER

Dear Arthur:

Concerning Myrna Slattery's note of July 27 on the federal highway program and copies of wires sent delegation, I submit to you the following:-

The House Ways and Means committee last night after many days of consideration and debate came out with the following basic recommendations:

(1) Issuance of $1,000,000,000 in bonds June 30, 1961 against assets of the Highway Trust Fund. (This will not be a part of the public debt.)

(2) On July 1, 1961 transfer to the Highway Trust Fund two percentage points of the excise tax on automobiles (one fifth), this to continue for four years. This revenue would be used to help retire the bonds.

(3) To extend from June 30, 1972 to June 30, 1976 the period during which taxes earmarked for the Highway Trust Fund shall be imposed.

The Ways and Means committee recommended to the Public Works committee that it stretch out the program of final apportionment to 1976 instead of 1969.

It also recommended that 1959 apportionments to states for the inter state highway program be authorized in the amount of $600,000,000 for the fiscal year 1961, and about $1,400,000,000 in 1960 for fiscal year 1962. It simultaneously recommended to the Public Works committee that it authorize apportionments in subsequent years to provide a spread in construction fitting into that contemplated in financing.

The highway program is tied up in a political issue, the Administration demanding balanced budget or pay as you go; the Democrat side fighting against any new taxes.

However, all logic is that the House will have to go along with its Ways and Means committee's recommendation.

Under the gag or no amendments rule, the House will have to take it or leave it; in other words have a highway program or not have one.

This is an appropriation or finance issue, and therefore comes from the House side.

The Senate, of course, could amend.

The big issue from the talks I have had is whether the President will accept the Ways and Means proposal. It has been tempered in endeavor to avoid his veto.

Representative Green would not express an opinion this morning as to how she would vote on the bill as it is. However, I think her vote and all the rest of our delegation has to be "yes".

Russell Mack, who is No. 2 on the Public Works committee and of course a Republican, was not sure as of today whether the proposal would meet with the President's approval.

Sincerely,

Harold B. Say

HBS:hb

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AUG 20 1959
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FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1959

General Construction Company
4850 NW Front Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5518, awarded July 2, 1959, for toll collection facilities on the Interstate Bridge, Pacific Highway, in Multnomah-Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

[illegible] OF THE MAYOR
CITY HALL

CITY OF PORTLAND
OREGON

TERRY D. SCHRUNK
MAYOR

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FOR FILING
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REFERRED TO
Cooper
By State Highway Engineer
Info

August 14, 1959

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Milo:

This will acknowledge receipt of your letter of August 12, 1959, relative to the problem involved in bringing about the removal of the tolls on the new Interstate Bridge between Portland and Vancouver, Washington. I am fully aware of the many problems involved and of the many attempts by various groups to work out a satisfactory solution to this problem. My previous letter was directed to you, based upon information on this subject received from Washington, D. C., in which the Chamber of Commerce, as representative, had conferences with the Bureau of Roads.

It was not my intention that the states of Oregon and Washington absorb the cost of the bonds used for the construction of the Bridge. I fully realize that your funds are extremely limited for such purposes and that it would be necessary through either an administrative act of the Federal Bureau of Roads or through the enactment of a special bill such as has been introduced by the Oregon and Washington delegation and is now pending in congress to be passed authorizing the specific reimbursement of the states of Oregon and Washington in order that they might retire the bonds. It is further my understanding that there are some costs involved that would not be reimbursable from the Federal Highway Program, even though the Bridge project was brought under federal matching funds.

Relative to your suggestion that the cities of Portland and Vancouver along with the counties involved should join in financing the Bridge, it is not, in my opinion, too realistic. First, I would question the legality of the city of Portland spending money outside of its boundaries to assist in building or paying for a bridge. Secondly, while the new Bridge is of importance to the city of Portland, it is also of great importance to the entire state of Washington and the state of Oregon and an important link in the interstate federal highway system.

COPY

NOTED
FORREST COOPER

I fully realize that the problems in working out a solution whereby the Bridge could operate without tolls is a tremendous one. It certainly is not my intent to be at all critical of either your Highway Commission or the Washington State Highway Commission in this matter. Because of the economic importance of a toll-free bridge to the city of Portland, I have felt that it is my responsibility as Mayor to do everything that I possibly can to urge that all possible avenues be fully explored and the various agencies concerned to see if there is anything that has been overlooked or any new thinking that can be developed whereby there might be a possibility of making this Bridge toll-free. It was with this intention only that I wrote you my previous letter.

Yours truly,

Terry D Schrunk

MAYOR

TDS:w

cc Arthur J. Farmer
W. C. Williams
Mark A. Grayson
Alexander Brown
Mayor Irving A. Jensen
Jack Bain

RECEIVED
1 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 8 1959
STATE HIGHWAY COMMISSION

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 12 1959

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

August 12, 1959

NOTED
W. C. WILLIAMS

Honorable Terry D. Schrunk
Mayor of Portland
City Hall
Portland, Oregon

Dear Terry:

I have your letter of August 5 regarding the removal of the tolls on the new Interstate Bridge between Portland and Vancouver, Washington. A great deal of time has been spent by the Oregon State Highway Commission and the Washington State Highway Commission studying the matter of removing the tolls.

The problem is: First, if the tolls are removed the outstanding bonds must be paid and the question is, who should pay for these bonds? The Bureau of Public Roads would have to have special legislation if they paid all or part, and to propose legislation at this time when the Congress has not acted on the bill to take care of the deficiency in funds in the Highway Trust Fund would be very difficult, if not impossible.

Next, what if the two states were to pay the bill? The answer to this is that we do not have the money. This, likewise, would take special legislation. The next method would be, if the cities of Portland and Vancouver would want to join with and provide some money along with the counties and the state, this is another avenue that could be explored and I think it is the only one that we, locally, can do anything about at this time.

If you wish to propose that the City of Portland join with other groups on this, I would be glad to hear from you. In the absence of this, the Oregon State Highway Commission insofar as I know, as of now, has no thought of sponsoring any legislation in this regard to the national Congress.

If you have any other thoughts on the matter, I would be most happy to hear from you.

Respectfully yours,

M. K. McIver, Chairman
cc: Arthur J. Farmer
W. C. Williams ✓
Commissioner Grayson
Alexander Brown

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AUG 1[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Explore Oregon... Centennial Exposition June 10-September 17... 1959

Form E-1—(Rev.)—10M—2-50

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5312

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1959

Section Interstate Bridge-Oregon Slough

Highway Pacific County Multnomah

Contractor E. P. Blatz and Sons

Date of contract September 11, 1958

Date work started October 20, 1958

Project authorization $ 20,856.66

Exclusive of engineering $ 19,586.22

Kind of work Road side Improvement

Section prefix 7971-535

Contract number 5312

Specified work days Does not apply

Work days used Does not apply

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 19,536.77

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,270.44

Engineering cost to date $ 1,171.50, 92.2 %

Date project was completed June 15, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	Landscaping ~~OIL AND/OR PAVE.~~	MAT'L PROD.
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General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office crew working on semi-final.

CONSTRUCTION DIVISION
RECEIVED
JUL 27 1959
NOTED-- CE ACE ACE COE

cc: Chuck Hazelton

James Don

Signed M. H. Stovall

Address Portland 2, Oreogn

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	~~GRADING~~	~~SURFACING~~	~~MAINTENANCE MATERIALS~~	OIL AND BITUMINOUS MACADAM	~~PAVING~~
Miles in project	Topsoil	Steel pipe	Shrubs		Lawn
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	600 cy.	4,940 Lf.	1,110 ea.		0.60 ac.
Total quantities corrected to date	650 cy.	5,128 Lf.	1,100 ea.		0.60 ac.
Estimated quantities moved or placed to date	500 cy.	4,850 Lf.	1,000 ea.		0.60 ac.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
JUL 10 1959
FOR FILING

OFFICE OF CITY AUDITOR
7991-538

5518

CITY OF PORTLAND
OREGON

RAY SMITH
CITY AUDITOR

NOTED
W. C. WILLIAMS

July 8, 1959

Mr. W.C. Williams
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Please be advised that the City Council Wednesday, July 8, 1959, placed on file the communication from the Oregon State Highway Engineer regarding tolls on the Portland-Vancouver Columbia River Bridge.

Yours very truly,

Ray Smith

Auditor of the City of Portland

RLM:jr
Cal 3042

1959 OREGON CENTENNIAL EXPOSITION

RECEIVED
JUL 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 9 1959

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JUL - 6 1959
FOR FILING
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July 3, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Bids were received on the building, canopy, and islands for the toll facilities of the Interstate Bridge at the Commission meeting on July 1. The low and only bidder was the General Construction Company of Seattle, Washington. Our estimate and the bid on this project are as follows:

Interstate Bridge Toll Facilities
Building, Canopy and Islands

Bids Received July 1, 1959

			Engineer's Estimate	Bid
1.	All required	Maintenance of traffic	$ 15,000	$ 9,416
2.	All required	Construct parking area	6,500	6,000
3.	1,200 cu. yds.	Fill material	2,400	2,400
4.	All required	Construct parking lane	4,000	3,806
5.	All required	Toll canopy and islands	51,200	29,560
6.	All required	Administration building	71,500	64,009
7.	All required	Toll equipment conduit and exterior electrical work	3,000	21,128
8.	All required	Standby power plant	6,000	5,881
9.	2 cu. yds.	Extra concrete	100	400
			$ 159,700	$ 142,600

The total of the bid is well below our estimate. Pursuant to my telephone conversation with you, the Oregon Highway Commission has awarded the contract to the General Construction Company. As soon as the contracts are executed by the contractor, they will be forwarded to you for execution by the Toll Bridge Authority and the Washington State Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. W. A. Bugge

A

RECEIVED
JUL - 3 1959
FOR FILING

[illegible]

5518

July 2, 1959

General Construction Company
P. O. Box 3845
Seattle, Washington

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. 5518 for construction of toll collection facilities at south end of Interstate Bridge over Columbia River between Portland, Oregon, and Vancouver, Washington, in Multnomah County, Oregon.

This award was based on your bid of $142,600.00 which was the low bid submitted to the Commission on July 1, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

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JUL - 6 1959
FOR FILING

July 2, 1959

[illegible] Council
Portland, Oregon

City Council
Vancouver, Washington

Gentlemen:

I have received and carefully studied Resolution No. 27455 by the City Council of Portland and Resolution No. M574 by the City Council of Vancouver, both having to do with the matter of tolls on the Portland-Vancouver Columbia River bridge.

A determined attempt to shift this project from a toll revenue basis to an interstate highway project was made immediately after the Federal-aid Act of 1956 was passed. I believe that we exhausted every possible approach at that time. We had splendid co-operation from the Congressional delegations of both states. The final answer was a telegram from the Washington, D. C. office of the Bureau of Public Roads refusing to make the change and advising that:

> ". . . Such action would establish undesirable precedent on other projects currently under construction and would be inconsistent with Section 114 of Act which indicates intent of Congress to determine through authorized studies whether reimbursement should be made for such projects."

The matter was again presented to the Bureau of Public Roads in 1957, reinforced by resolutions from both Portland and Vancouver. We were advised by the Regional Engineer of the Bureau of Public Roads that:

> "The Federal Highway Administrator has carefully reviewed the facts connected with this project and advises this office that the situation has not changed since November 1956 and he reaffirms the Bureau's position as expressed in the Bureau of Public Roads' wire of November 23, 1956."

In Section 114 of the 1956 Act the Bureau of Public Roads was directed to report to the Congress on the cost, depreciation, and participation of Federal Funds, and any other items relevant to the reimbursement for toll facilities on the interstate system. This report has been made, but as yet the Congress has taken no action. There is a bill before the House, HR 6303, to appropriate from general funds more than four billion dollars to be spread over a period of 15 years for this purpose. There is considerable opposition, and action is doubtful. Toll facilities are concentrated in a few states; in fact, 12 states would receive 80 per cent of the money.

The Interstate Bridge is included in the report to the Congress as a toll facility eligible for reimbursement if a policy for reimbursement is adopted. There is no probability that this project will be treated individually, and I am sure that it must wait until a general policy is established by the Congress.

The Highway Commissions of both States fully realize the importance of this matter to the cities of Portland and Vancouver, and you are assured that they have and will continue to take every practical step to remove tolls from the bridge as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. V. A. McNeil
Portland Chamber of Commerce
824 S. W. Fifth Avenue
Portland, Oregon

Mr. Forrest Cooper
Mr. G. S. Paxson

AIRPORT BILL The Airport Bill which, as we told you in previous Membership Letters, started off in the Senate substantially higher than the Administration wanted, has finally ended up as one of the first major casualties of President Eisenhower's threat to veto it and other Bills which did not coincide with his budget. The Democratic Leadership has finally decided, in view of their inability to over-ride the President's veto, to tailor essential legislation to what they think they can get by the White House. Consequently, they have drastically revised the Airport legislation which had passed both Houses. They have cut the Bill to two years extension rather than four. The Bill which passed the Senate Monday was for $63 million for 1960 and 1961. This is $2 million less than the Administration asked for 1960 and $8 million more than the Administration wanted in 1961. The House may take this Bill up today and presumably will pass an identical Bill. The Congressional Leadership is, of course, postponing long range action on the Airports until there is a new Administration eighteen months from now.

HIGHWAY FINANCE. Senator Case (S. Dak.) introduced a joint resolution aimed at alleviating the financial difficulties which the Highway Trust Fund will find itself in shortly. The Resolution (SJ Res. 109) permits the Treasury to issue short-term notes totaling $5 billion against the Trust Fund up to 1972. No more than $2 billion could be borrowed before July 1, 1961 when the special Commerce Department cost allocation study will be made to Congress. During Senator Case's remarks he mentioned "there has been little Congressional support" for the 1-1/2 cent increase in the gas tax asked by the Administration and repeal of the Byrd Amendment would "throw onto the General Treasury the burden of meeting the contractor bills and would add from $2 billion to $3 billion to Treasury deficits." Interest on the bonds issued as well as on the bonds themselves will be repaid by Trust Fund earnings by 1972 when the highway taxes expire.

Please save

TOLL ROAD REIMBURSEMENT The Knotty problem of reimbursement for toll roads is one which has been troubling Congress for several sessions and always comes in for lengthy discussions when NCLI Board members get together. The meetings in Chicago earlier this month proved no exception. In order to put this topic into proper perspective, I am going to furnish a little background.

The very first Highway Act -- Public Law 156 of the 64th Congress approved July 11, 1916 -- stated "that all roads constructed under the provisions of this Act shall be free from tolls of all kinds." This then established the Federal Government's policy against tolls on Federal Aid highways. The 67th Congress included in their Federal Aid Act approved November 9, 1921, a section 9 stating "that all highways constructed or reconstructed under the provisions of this Act shall be free from tolls of all kinds."

A slight change from this policy occurred on March 3, 1927, when the 69th Congress authorized the Government to extend Federal Aid in the construction of toll bridges and approaches on the same basis as in the construction of any free bridge. This was strengthened by Acts approved March 3, 1933 and June 14, 1933, stating the above mentioned section 9 "shall not apply to publicly owned toll bridges or approaches thereto, operated by the highway department of any state...." Subsequent legislation, especially during the war years, authorized the payments of Federal funds (up to 50 percent of the cost) from Federal road funds to make certain toll bridges free.

The next step of any consequence came in the Federal Aid Highway Act of 1956. Sec. 113 stated in part:

> "Upon a finding by the Secretary of Commerce that such action will promote the development of an integrated Interstate System, the Secretary is authorized to approve as part of the Interstate System any toll road, bridge, or tunnel, now or hereafter constructed which meets the standards adopted for the improvement of projects located on the Interstate System, whenever such toll road, bridge, or tunnel is located on a route heretofore or hereafter designated as a part of the Interstate System: Provided, That no Federal-aid highway funds shall be expended for the construction, reconstruction, or improvement of any such toll road except to the extent hereafter permitted by law: Provided further, That no Federal-aid highway funds shall be expended for the construction, reconstruction, or improvement of any such toll bridge or tunnel except to the extent now or hereafter permitted by law."

Sec. 114 continued as follows:

> "It is hereby declared to be the intent and policy of the Congress to determine whether or not the Federal Government should equitably reimburse any State for a portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957: Provided, That such highway meets the standards required by this title for the Interstate System. The time, method, and amounts of such reimbursement, if any, shall be determined by the Congress following a study which the Secretary of Commerce is hereby authorized and directed to conduct, in cooperation with the State highway departments, and other agencies as may be required, to determine which highways in the Interstate System measure up to the standards required by this title, including all related factors of cost, depreciation, participation of Federal funds, and any other items relevant thereto. A complete report of the results of such study shall be submitted to the Congress within ten days subsequent to January 2, 1958."

As I have reported to you in Membership Letters, various representatives from the Commerce Department have testified on this subject. Continually in their testimony they (1) favor reimbursement of toll roads incorporated into the Interstate System, but (2) oppose this reimbursement at this time and believe it should be withheld until completing the entire 41,000 mile system. This has been the policy of NCLI as determined by the Board.

Although previous Congressional action has always failed to legislate reimbursement, I reported there have been numerous bills introduced in this Congress to reimburse and the House Public Works Committee recently held hearings on one of these -- H. R. 6303 -- which, incidentally, was introduced by the Committee's Chairman, Cong. Buckley (N. Y.). Although opposed by Cong. Fallon (Md.), who is Chairman of the Subcommittee on Roads, the Committee still ordered the Bill to be reported favorably. This Bill will not be reported to the House floor until Cong. Fallon's Bill 5950 is acted upon. The Bill proposes $4,295,600,000 to be divided over a 15-year span to states having toll roads. The funds would be appropriated out of the General Treasury Fund and not the Highway Trust Fund in the following manner: $225 million per fiscal year from July 1961 to June 1966; $275 million per fiscal year from July 1966 till June 1971 and $359,120,000 per fiscal year from 1971 through 1976. Of importance is that the majority of this money will go to a few states. In fact, 12 states would get over 80 percent of the total. The following tabulation shows the percentage each state would get. Those not listed would receive less than one percent each.

New York	18.60%	Massachusetts	5.81%	Virginia	2.24%
Illinois	9.56	Ohio	5.11	West Virginia	2.13
New Jersey	6.96	Michigan	4.53	Kansas	2.05
Pennsylvania	6.68	Texas	3.71	Oklahoma	1.81 ✓
Connecticut	6.48	Indiana	3.40	Oregon	1.54 ✓
California	6.07	Maryland	3.15	Washington	1.42
			80.06	Missouri	1.20
					12.39

92.45

To be reckoned with in the reimbursement Bill is that there is no requirement for discontinuing tolls on the toll roads taken into the I-System. Thus tolls would continue to be collected even though the states are reimbursed for the facility. This payment for toll roads which will continue their tolls would be contrary to the Government's policy as set forth in the 1916 Act.

Also questionable is that while the Interstate System was basically established in 1944, it was not really pushed until 1956 -- yet eligibility for reimbursement under this Bill goes back to roads completed since August 7, 1947. The Bill also departs from the long established rule of requiring matching funds from the states.

Sincerely yours,

Robert M. Koch
Executive Vice-President

RECEIVED
JUL - 1 1959
FOR FILING

5518

June 30, 1959

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Association
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Our contract for toll-taking equipment did not include charge plates for truck accounts. These are to be purchased later and presumably by the Toll Bridge Authority when the decision is made as to what is wanted. I am enclosing a letter and a sample of a charge plate which has been submitted for consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.
cc Mr. W. C. Williams

RECEIVED

MARK O. HATFIELD
[redacted]
GOVERNOR

1859

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

June 23, 1959

Mr. Ray Smith
City Auditor
Portland, Oregon

Dear Mr. Smith:

Thank you for providing me with a copy of the resolutions adopted by the City of Vancouver and the City of Portland, opposing tolls on the newly constructed interstate bridge. I have made note of these resolutions and am advising the Highway Commission of their receipt.

Best personal regards.

Sincerely yours,

Governor

H:mj

cc: Oregon State Highway Commission

Copies sent to Commission
and Williams 6-18-59
F.Q.

RECEIVED
JUN 25 1959
OREGON
STATE HIGHWAY COMMISSION

COPY

PORTLAND CHAMBER of COMMERCE
VISITORS SERVICE

PORTLAND CHAMBER OF COMMERCE
VISITORS SERVICE
[illegible]

June 19, 1959

Mr. W. E. Williams
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Enclosed are resolutions adopted by the City Commission of Portland and the City Council of Vancouver, Washington.

We are passing these on to you for your consideration. In your opinion is there anything our Chamber might do to save a toll on our new Interstate Bridges.

Sincerely,

V. A. McNeill
Manager

VAMcN:ca
Enclosures

RECEIVED
JUN 22 1959

VISITORS INFORMATION

A

RECEIVED
JUN 22 1959
FOR FILING

June 18, 1959

Mr. Ray Smith
City Auditor
City of Portland
Portland, Oregon

Dear Mr. Smith:

This is to acknowledge receipt of a resolution adopted by the City of Vancouver, Washington, and Resolution No. 27455, adopted by the City Council of Portland, opposing collection of tolls on the newly constructed interstate bridge at Portland, and urging that all possible action be taken to have the bridge operated toll free.

Copies of the two resolutions are being forwarded to the members of the Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Commissioners
W. C. Williams

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

June 15, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed please find a copy of Resolution No. M574, adopted by the City of Vancouver, Washington, June 21, 1959, and filed with the Council of the City of Portland, Oregon, June 11, 1959.

The Council of the City of Portland concurs with the text of the Vancouver Resolution opposing tolls on the newly constructed Interstate Bridge.

We are also enclosing a copy of Resolution No. 27455, adopted by the Council of the City of Portland, Oregon, November 13, 1957.

Yours very truly,

Auditor of the City of Portland

RS:js

JUN 17 1959

1959
OREGON CENTENNIAL
EXPOSITION

In the Matter of the City Council)
of the City of Vancouver Opposing)
the Proposed Toll on the New)
Interstate Bridge.)

RESOLUTION NO. M 574

WHEREAS, U.S. Highway 99 crosses Washington, Oregon and California extending from Canada to Mexico as an interstate, interregional, international highway; and

WHEREAS, U.S. Highway 99 has been designated as an integral portion of the new National System of Interstate and Defense Highways, hereinafter referred to as the Interstate Highway System; and

WHEREAS, There is now no toll road, toll bridge or other toll charge anywhere along this important throughway; and

WHEREAS, A toll bridge charge will be imposed at the time of the completion of the Portland-Vancouver interstate bridge system unless early action is taken by the local and federal government to maintain the free flow of interstate commerce; and

WHEREAS, It was an historical accident that the bonds for the Portland-Vancouver interstate bridge were sold, the contracts let and preliminary engineering phases of construction begun within a matter of three months prior to June 29, 1956; and

WHEREAS, No substantial amount of the actual construction work on said bridge had taken place at the time of the passage of said acts by the congress nor prior to signature by the President; and

WHEREAS, The brunt of the toll charges at the Portland-Vancouver interstate bridge would fall on workers who must daily commute to their jobs, and

WHEREAS, Many workers in Vancouver and Portland have moved and do now live on the other side of the Columbia River and have made investments in their homes on the basis of the existing toll-free bridge; and

WHEREAS, The establishment of a toll would force many of these interstate workers to sell their homes and move across the river; and

WHEREAS, Vancouver and Portland businessmen make frequent trips across this bridge and would be burdened by additional costs of doing business if a toll were imposed; and

WHEREAS, Much of the cost of the bridge is directly attributable to the desire of federal agencies to improve river navigation by raising the height of the bridges and by providing a hump in the bridge; and

WHEREAS, It is manifestly unfair to expect commuters, businessmen and other residents of the Vancouver-Portland metropolitan area to bear this cost of improving navigation which is historically borne by the federal government; and

WHEREAS, The collection of tolls would in part be for paying for toll collectors, toll houses, interest on bonds, and administrative overhead; and

WHEREAS, The people of Portland and Vancouver have already paid off the first interstate bridge by means of tolls over many years and were under protection of a contract which ostensibly prohibited a reimposition of tolls for any reason; and

WHEREAS, The major reason for the second bridge and the costly approaches is to facilitate the flow of traffic; and

WHEREAS, The stopping of traffic to permit payment of tolls would actually recreate congested conditions; and

WHEREAS, The Federal Highway Program, does include some new highways which had previously been considered for building as toll roads; and

WHEREAS, It is our firm belief that Congress intended all portions of the new Federal Interstate Highway System to be free of tolls other than gas taxes.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The city council of the City of Vancouver hereby goes on record as opposing the proposed toll on the newly constructed interstate bridge, and respectfully requests the Governors of Washington and Oregon and the Highway Commissions of Washington and Oregon, to do all in their power to clarify the provisions of the Federal Highway and Highway Revenue Act of 1956, for the purpose of having that portion of the Interstate Highway System known as the Portland-Vancouver Interstate Bridge, continued to be operated as a toll-free bridge, and that the costs of improving the existing highway be borne and paid for out of funds provided by the Congress from gas taxes and other revenues for the Interstate Highway System.

Section 2. The city council of the City of Vancouver, respectfully requests the council of the City of Portland to join in this opposition of the proposed toll and to do all in their power to prevent said toll from being imposed upon the residents of the Portland-Vancouver area.

ADOPTED at regular session of the council of the City of Vancouver, this 2nd day of June, 1959.

/s/ Irving A. Jensen
Mayor

Attest:

/s/ Ronald G. Lovette
City Clerk

Approved as to form
/s/ John F. Wynne
City Attorney

RESOLUTION NO. 27455

WHEREAS, pursuant to action by the legislatures of the states of Washington and Oregon and subsequent implementation by the Highway Commissions of the two states there presently is under construction a second trans-Columbia River Bridge between Multnomah County, Oregon, and Clark County, Washington, connecting directly the cities of Portland, Oregon, and Vancouver, Washington, and becoming an integral part of U.S. Highway No. 99, which extends from the Mexican border on the south to the Canadian border on the north, and

WHEREAS, construction of the second bridge, which will become a one-way structure with the previously constructed bridge likewise a one-way structure in the opposite direction, began shortly before U.S. Public Law 627, approved by the President June 29, 1956, became effective, and

WHEREAS, it has been contemplated that the trans-Columbia bridge above-mentioned would be toll bridges for the purpose of financing the new construction, with the brunt of the toll charges being borne by those traveling between Portland, Oregon, and Vancouver, Washington, and

WHEREAS, it is public policy, as pronounced by Section 109 of Public Law 627, that states shall be reimbursed for any portion of a highway on the interstate system under certain terms and conditions, and

WHEREAS, the interstate bridge above-mentioned was begun just before the time specified in Public Law 627 to have the same considered thereunder as it is presently provided, and

WHEREAS, a toll will be charged unless early action is taken by the Federal government to maintain the free flow of commerce, and

WHEREAS, the imposition of such a toll would work a direct hardship upon residents of Portland, Oregon, or Vancouver, Washington, working in the other community and who presently commute and would probably require such workers to bear the additional expense of changing residences, and

WHEREAS, much of the cost of the new bridge, as well as changes and modifications in the previously constructed structure, have been caused by the desire of Federal agencies to improve river navigation by raising the height of the previously constructed bridge, as well as requiring minimum height in the new bridge, and

WHEREAS, the collection of tolls would be an additional expense, slow the flow of traffic and in case of extraordinary heavy traffic, create a congestion which would greatly impair the utilization of the structures, and

WHEREAS, it is the belief of the city of Portland that Congress intended all portions of the new Federal Highway System to be free from tolls, other than gas tax, as expressed by Section 109 of Public Law 627; now, therefore,

BE IT RESOLVED by the Council of the city of Portland, in regular session assembled, that the Council does by this resolution recommend and respectfully petition the Governors of Oregon and Washington, the respective Highway Commissions, the members of the Congressional delegations of the states of Oregon and Washington, and the Secretary of Commerce, to prepare and cause to be introduced legislation clarifying the provisions of the Federal Highway and Highway Revenue Acts of 1956 for the specific purpose of having that portion of the Interstate Highway System (U.S. Highway 99), known as the Portland-Vancouver Interstate Bridge, continued as a toll-free bridge and that the cost of improving navigation on the Columbia River and improving the existing highway be borne and paid out of funds provided by the Congress from gas taxes and other revenues of the Interstate Highway System, and

BE IT FURTHER RESOLVED that certified copies of this resolution be forwarded to the above-named officials, to the Mayor and Council of the city of Vancouver, to the Commissioners of Clark County, Washington, Multnomah County, Oregon, and the Port Districts of Clark County, Washington, and Multnomah County, Oregon, and to civic organizations, particularly the Chamber of Commerce, in the Portland-Vancouver metropolitan areas.

Adopted by the Council November 13, 1957.

/s/ Will Gibson
Auditor of the City of Portland

Order of Council
AGB;dh
11/7/57

RECEIVED
APR 18 1957
FOR FILING
Toll

April 17, 1957

Mr. H. C. Higgins
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

I am returning the preliminary draft of the specifications and of the plan for the toll collection facilities at Spokane. This seems to be a very complete specification and, with appropriate revisions, should fit into our project at Vancouver very nicely.

There are several general questions to which we should give considerable thought. I note that the Spokane specifications give alternates for rental with option to buy and for outright purchase. Unless we should do so in order to get competition, it does not seem to me that it would be worth-while to even mention purchase of equipment, although perhaps we should leave in an option on the rental basis. This project is going to be so short-lived as a toll facility I do not believe purchase of equipment can possibly compete, and at the end of the toll period we would be confronted with the necessity of disposing with the equipment.

We should give quite a bit of thought to the complexity of the recording equipment. Again, for such a short life we should keep this as simple as possible. The Toll Bridge Authority has had lots of experience along these lines, and I would of course defer to their judgment and accept their recommendation of the minimum safeguards that are necessary.

We have had some discussion as to the advisability of reversing the interior lanes during peak traffic in order to cut down the number of toll booths required. Unfortunately, our peak traffic period, which is between 4 and 5 p.m., is almost evenly balanced between northbound and southbound traffic, and it does not seem that we would gain any advantage in reversing traffic flow through the interior lanes. The following is a tabulation of seven different days showing the peak traffic, both north and southbound, and you will notice that even at the worst unbalance there was 56 per cent northbound against 44 per cent southbound.

Interstate Bridge - 1956

Date (1956)	Day of Week	Hour	Northbound	Southbound	Total	Remarks
Sept 20	Thursday	4-5 p.m.	1,975	1,795	3,770	18th hour
Sept 21	Friday	4-5 p.m.	1,988	1,919	3,907	11th hour
Aug 7	Tuesday	4-5 p.m.	1,926	1,803	3,729	26th hour
Aug 10	Friday	4-5 p.m.	2,042	1,959	4,001	7th hour
July 24	Tuesday	4-5 p.m.	2,027	1,699	3,726	27th hour
July 27	Friday	4-5 p.m.	2,258	1,797	4,055	5th hour
May 29	Tuesday	4-5 p.m.	1,861	1,839	3,700	30th hour (11% ADT)

It may be we can decrease the number of booths in view of the greater speed in collecting tolls by automatic equipment. We might perhaps put in 12 booths instead of the 14 we originally planned, but I would suggest that our pavement in the toll plaza be fixed so that an additional booth on each side could be put in if necessary.

You will note from the above tabulation that we have more than 4,000 cars per hour at the peak in 1956. Ten years from now, we will have nearer 6,000 cars per hour, and a considerable number of those will be trucks which will take more time. I would like to have the advantage of your thinking in regard to this.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachments

cc Mr. D. B. Hedges
Mr. W. C. Williams
Mr. P. M. Stephenson

RECEIVED
FEB 28 1957
FOR FILING

7121

February 27, 1957

Honorable Terry D. Schrunk
Mayor, City of Portland
City Hall
Portland, Oregon

Dear Mr. Schrunk:

I have your letter of February 25 concerning the Portland-Vancouver Interstate Bridge and the matter of tolls on this structure.

The need for an additional facility at this point has been evident for many years, and after considerable negotiation, an agreement was entered into between the States of Oregon and Washington in 1954 under which the facility could be built as a toll structure. This of course was two years prior to the enactment of the Federal Aid Act of 1956 and at a time when there seemed little probability that normal highway revenue could finance the project without tolls. The contract for this structure was awarded in March of 1956 and work began immediately thereafter.

With the passage of the Highway Act of 1956, which was approved June 29, 1956, the two states, realizing the inconvenience and burden upon interstate traffic by a toll facility, thoroughly investigated the possibility of applying federal aid to the project and making it toll free. After many conferences with Federal authorities, a letter was addressed to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads in Portland, which letter was dated October 2, 1956. A copy of this letter is attached. You will note that in the letter we emphasize the desirability of making the facility toll free and officially asked advice of the Bureau as to how this could be done. Late in November of 1956, we received a copy of a telegram answering our letter and definitely advising that they did not favor making the structure a federal-aid project. I am attaching a copy of this telegram.

In Section 114 of the Federal Aid Act of 1956, it is provided that the Bureau of Public Roads make a report to the Congress not later than 10 days subsequent to January 2, 1958, as to the advisability of reimbursing states for a portion of highway which is on the Interstate System, whether toll or free, the construction of which had been completed subsequent to August 2, 1957, and which facilities meet Interstate standards.

We have taken the necessary steps through minor revisions of the plans so that this facility will meet Interstate standards. If the action of the Congress on the 1958 report is favorable toward reimbursement, undoubtedly a condition of the reimbursement will be that the facility be made toll free.

Because of the volume of traffic, it is not anticipated that tolls will remain in force for any great length of time. Certainly within a ten-year period from the opening of the structure to traffic, we should be able to retire the bonds and make the structure toll free.

We realize the inconvenience and burden that tolls will impose upon interstate traffic, and I wish to assure you that we have made and will continue to make every effort within our power to make it possible for the project to proceed as a toll-free facility.

I appreciate your interest in the matter and wish to thank you for your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm fn

OFFICE OF THE MAYOR
CITY HALL

TERRY D. SCHRUNK
MAYOR

1851

CITY OF PORTLAND
OREGON

February 25, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

This office has been in touch with the Oregon Congressional Delegation relative to the Federal - Aid Highway Program as it affects the construction of the new Interstate Bridge between the City of Portland, Oregon and Vancouver, Washington. A memorandum on this matter, under date of January 31, 1957, was provided Senator Neuberger, and Senator Morse of Oregon, by Mr. B.D. Tallamy, Federal Highway Administrator. I would assume that the Oregon State Highway Commission is in receipt of a copy of this memorandum.

It appears from the memorandum that since application was not made prior to the start of construction and that in fact the Federal-Aid Highway Program was not in effect at the time plans were made for construction of the new Interstate Bridge that there is small possibility from the administrative view point providing any Federal matching money for the contracts already let on this contract. However, since I feel very strongly that a toll bridge in this metropolitan area is a serious barrier to Interstate Commerce and will seriously impair the trade and commerce of the City of Portland and the State of Oregon, I still feel that every step possible should be taken to either eliminate entirely the toll program on the new Interstate Bridge by securing Federal matching funds through special legislation or to drastically reduce the proposed toll and the time that it will run by taking all necessary steps to bring the various projects for the completion of the new Interstate Bridge under the Federal-Aid Program.

I am certain that our sister state to the north will join with Oregon vigorously supporting any such moves.

I am certain that your Commission has a great deal of information on this matter and have undoubtedly explored various possibilities. Rest assured that it is my desire to work with you and the State of Oregon in any program aimed at either eliminating the necessity for a toll charge on the new bridge to be constructed between Oregon and Washington or any program aimed at sharing the costs in such a manner as to reduce the time such a minimum toll would be in effect.

Thank you for your kind attention to this matter.

Very truly yours,

Terry D Schrunk

MAYOR

TDS:p

cc: Commissioner William Bowes
cc: Senator Wayne Morse
cc: Senator Richard Neuberger
cc: Congresswoman Edith Green
cc: Governor Robert Holmes
cc: Portland Chamber of Commerce

RECEIVED
FEB 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1955
FOR FILING

7711

TALLER & COOPER, INC.
Engineers-Manufacturers

75 FRONT STREET · BROOKLYN 1, N.Y.
TELEPHONE MAIN 4-8550

May 26th, 1955

State Highway Department
Salem, Oregon

Attn: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

We acknowledge receipt of your letter of May 20, 1955 requesting information on toll collection equipment for the new Columbia River Bridge connecting Portland and Vancouver.

The writer visited Mr. D. B. Hedges, Secretary of the Washington State Toll Bridge Authority several weeks ago and discussed the above matter, together with the problem of toll collection at the other State Facilities and the new Seattle Expressway. I am sending you, under separate cover, a complete specification of our equipment which also includes the automatic toll collecting device which is now in use at the Garden State Parkway and has been inspected by Mr. Hedges, who showed an interest in installing several units at the new Portland Bridge. The specifications cover a perforated type of charge plate which we have furnished to the New York State Thruway and is being supplied to the new Richmond-San Rafael Bridge in California.

Mr. [illegible]

We have also built equipment at the San Francisco-Oakland Bay Bridge which uses a printing type charge plate. The perforated type, however, permitted automatic billing of charge account users and will provide a very flexible and efficient system if adopted by the State of Washington for all their facilities.

You will find attached to our specifications a summary of the items and approximate costs to assist you in formulating your budget.

The writer expects to be on the West Coast within the next two months and will call you again to discuss the matter in further detail.

If we can be of any further assistance to you, please do not hesitate to contact the writer.

NOTED
G. S. PAXSON

Very truly yours,
TALLER & COOPER, INC.
Stanley A Kroll
Stanley A. Kroll
Vice President

SAK:mjc

RECEIVED
MAY 6 1955
FOR FILING

2921

May 5, 1955

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: Mr. D. B. Hedges
Secretary

Gentlemen:

I am attaching hereto two copies of a proposed preliminary specification for the toll collection facilities at the Vancouver-Portland Interstate Bridge. I would appreciate your checking this over and advising me as soon as practicable regarding any revisions or comments you may have to offer. I propose to send this out to the manufacturers of toll collecting equipment asking for detailed specifications and descriptions of equipment which they could furnish to accomplish the desired results. Incidentally, I do not have the address of the Electronics Signal Company which you mentioned in your letter of April 27. Can you furnish me with this address?

In setting up a requirement for 14 keys on the button boxes I had in mind the following cash keys: 10¢, 15¢, 20¢, 25¢, 35¢, 45¢, 55¢, 65¢ and 75¢, together with keys for passes, commutation tickets, charge accounts, and special transactions. This is based on the assumption that we will have a 10¢ basic toll for passenger cars with 5¢ for additional axle for passenger cars and a 25¢ basic toll for trucks with a 10¢ charge for each additional axle. This may have to be revised when the toll schedule is set, but I believe that the 14 buttons will handle any toll schedule that might be adopted. I have not provided buttons for pedestrians or motorcycles. I doubt if any toll will be collected for pedestrians, and with a 10¢ toll for passenger vehicles, I believe a motorcycle should be classed as a passenger vehicle.

I would like to get this out to the companies as soon as practicable and would appreciate your early reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc George Stevens
P. M. Stephenson

NOTED
G. S. PAXSON

PORTLAND-VANCOUVER INTERSTATE BRIDGE

REQUIREMENTS FOR TOLL COLLECTION FACILITIES

The toll plaza will be of the barrier type and will provide 14 on-side toll collection lanes, seven for northbound and seven for southbound traffic The two outside lanes in each direction are for trucks. Each lane will have its individual toll collector's booth except that the two center lanes will be served from a single double-end booth. A canopy will cover all booths but will not extend over the outside lane in each direction so that overheight vehicles may be passed.

Each booth will be provided with the following essential equipment:

1. Cash register or "button box."
2. Patron's fare indicator.
3. Visual fare class indicator.
4. Treadle axle counter.
5. Remote register.
6. Intercom microphone and speaker.
7. Static eliminator.

1. The cash register or button box must have a minimum of 14 keys to register at least 10 toll charges, passes, commutation tickets, charge accounts, and special transactions. The button box shall be so designed that it is made operative by the individual key of the operator, and the tape on the remote recorder shall show the point at which each operator takes over. Each button box shall have individual cash drawers to be assigned to each operator which are to be inserted when the operator takes over and removed when he goes off shift. All button boxes shall be master-keyed for access by maintenance personnel. The use of a master key shall show on the remote recorder tape.

The button boxes for the two outside toll lanes for each direction of travel (four booths in all) shall have provisions for handling charge accounts for truck traffic. They shall accept charge-account plates similar to those used by the major oil companies and shall print in triplicate receipts of the fare paid, the date and time, the collector's number, the lane number, and the imprint from the charge-account plate.

2. Each toll lane shall be provided with an indicator panel that will show by illuminated figures the amount of fare collected. This panel shall be located on the island ahead of the vehicle on which fare is being collected and facing toward the operator of the vehicle. The indicator panel shall be actuated by the buttons on the button box. Time-element relays shall keep the panel illuminated for approximately two seconds after each transaction is recorded. Each transaction shall register on the tape on the remote register.

3. A visual fare class indicator shall be mounted on the canopy above each toll lane which shall show the class of transaction by appropriate letter or symbol. This indicator shall be activated by the button box.

4. Each toll lane shall have a treadle axle counter mounted flush with the pavement surface. This treadle shall register any axle normally used on highway vehicles and any normal axle spacing. It shall be so designed that reverse movement of vehicles is accounted for and accurate axle count is maintained. The axles crossing the treadle shall be recorded on the tape of the remote recorder. The treadle axle counter shall be connected with the lock of the button box so that the tape on the remote recorder identifies the toll taker in charge of the toll lane. The treadle shall accurately record the axles with the vehicles passing at any angle possible within the toll lane.

5. A remote register for each toll lane shall be installed in the office building. These registers shall record on a paper tape the following data: (a) a record of each transaction made at the toll booth; (b) the toll lane number and the toll booth operator's identification; (c) the date and time of each transaction; (d) for the two outside lanes in each direction a record by symbol for each

charge-account transaction; (e) a record of the number of axles passing over the treadle counter for each transaction. Provision shall be made to obtain a correct count even though a roll-back of vehicles across the treadle may occur. (f) Provision shall be made for totaling all transactions each hour, upon removal of the toll taker's identification key, and at any time by closing a circuit at the recorder.

The recorder shall be tamper-proof and only accessible to supervisors carrying keys for that purpose.

6. An intercommunication system shall be installed with a microphone and speaker in each toll booth connected to a master station in the office. The system shall be so arranged that supervisors may listen in on any booth and converse with the operator. The circuits shall be actuated by the supervisor at the master station, but a light and buzzer on the master station actuated by a button in the toll booth shall be provided so that each toll booth operator may signify that instruction from the supervisor is desired.

7. Static eliminators shall be provided in each toll lane so that the vehicle is effectively grounded while toll is being collected.

The essential requirements for the toll collection facilities are that they provide every practical safeguard against irregularities of every kind and that complete records be kept of traffic. Suppliers of equipment desirous of consideration in this installation are invited to submit detailed specifications and descriptions of their equipment to accomplish the functions detailed above.

May 5, 1955.

RECEIVED
MAY 10 1954
FOR FILING

7971

May 7, 1954

Mrs. H. D. Bocksler
2507 N. E. 148th Avenue
Portland 20, Oregon

Dear Mrs. Bocksler:

With reference to tolls on the Interstate Bridge, no tolls will be charged until a new bridge is constructed parallel to the existing bridge. It does not appear that the new bridge could be constructed before January, 1957.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

Portland, Oregon
May 4, 1954

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen:

Our son and some of the other boys are interested in attending Clark College at Vancouver, Wash. next Fall.

We have been reading in the paper about a toll on the Interstate Bridge. This could prove to be such an item that the selection of Clark would be impossible. From our location in the City, Clark is more accessible than either the other two preparatory schools located in Portland.

We would appreciate any information you can give us regarding the above.

Very sincerely,
Eva J. Booksler

Mrs. H. D. Booksler
2507 N.E. 148th Ave.
Portland 20, Oregon

RECEIVED
MAY 5 1954
OREGON
STATE HIGHWAY COMMISSION

I-80N-2(7)15 Sundial-Rooster Rock Sec., 1959
I-80N-1(11)14 Col. R. Hwy. Sign
#6519 Installation

RECEIVED
FEB 5 - 1965
FOR FILING

Austin, Texas
February [illegible], 1965

Mr. [illegible]
Maintenance Engineer

I attach hereto [illegible]'s summary in regard of [illegible] sign failures. I have instructed Oscar White at the Lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on signs which we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the 10-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which [illegible] reports as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will involve the [illegible] boards which are [illegible]. They can be carried out as a separate unit of test. [illegible] will establish and submit for my approval a basis for determining failure of a [illegible] board. This will require wrestling with the problem of whether or not a board which has [illegible] fails to deliver the sign message which it was designed to impart.

Attachment

[illegible]
Assistant State Highway Engineer

[illegible]

cc Forrest [illegible]
[illegible]
[illegible] (Enc.)
[illegible] (Enc.)
[illegible]
Oscar White
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-90 35M 8-61 52816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

Mr. George Rohde
To: XXXXXXXXXXXXXXXXXXXX
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Sundial - Rooster Rock Park
HIGHWAY Columbia River US30 I-80-N
CONTRACT NO. 5519 GUARANTEE NO. II
CONTRACTOR Associated Outdoor Advertising

MANUFACTURER California Metal Enameling Co.
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED Sept. 1959

SIGN NO. TED DWG. NO. STATION MESSAGE FAILURE REPORTED

See attached sheet

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. I

Sundial - Rooster Rock Park Section of I-80-N January 20, 1965

Contract No. 5519

SIGN NO.	TED DWG NO.	STATION	MESSAGE	FAILURE REPORTED
6	S 25	517+00	TROUTDALE EXIT ¼ MILE	April 1963
10	S 25	Interchange	SUNDIAL RD-PORTLAND	April 1963
12	S 25	Interchange	HOOD RIVER-AIRPORT-TROUTDALE SCENIC ROUTE	May 1964
14	S 25	Interchange	AIRPORT-PORTLAND-HOOD RIVER	May 1964
17	S 25	Interchange	AIRPORT-PORTLAND-SUNDIAL RD.	May 1964
3	S 26	536+00	LEWIS & CLARK STATE PARK	October 1964
D-1-60	S 26	524+75	EXIT	April 1963
1	S 28	827+00	ROOSTER ROCK PARK EXIT 1 MILE	April 1963
4	S 28	909±50	ROOSTER ROCK PARK	May 1964

RECEIVED
DEC 2 - 1963

FOR FILING

[illegible]

5519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs, in accordance with the terms of the guarantee: **or portion thereof**

SECTION Sundial - Rooster Rock Park

HIGHWAY Columbia River US30 & I-80-N

CONTRACT NO. 5519 GUARANTEE NO. II

CONTRACTOR Associated Outdoor Advertising

MANUFACTURER California Metal Enameling Co.
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED Sept. 1959

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

SEE ATTACHED SHEET

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

NOTED
TOM EDWARDS

NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

November 18, 1963

Defective Porcelain Aluminum Enamel Signs on contract 5519

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE #
6 *	S 25	517+00	TROUTDALE EXIT 1/4 MILE	Discoloration
10 *	S 25	Interchange	SUNDIAL RD - PORTLAND	Excessive Fading
17 *	S 25	Interchange	AIRPORT - PORTLAND SUNDIAL RD.	Excessive faging of Panels 1 & 2
2	S 26	520+00	LEWIS & CLARK STATE PARK	Excessive fading bottom panel
D-1-60 *	S 26	524-75	EXIT	Excessive Fading
1 *	S 28	827+00	Rooster Rock Park	Excessive Fading

* Previously reported May 8, 1963

# Panels are numbered from the top down

RECEIVED
OCT 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I 30 N-2(7)1-
6419

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

California Metal Enameling Co.
6904 E. Slauson Avenue
Los Angeles, California

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that six porcelain enamel signs of your manufacture, located on the Sundial-Rooster Rock Park Section of Columbia River Highway, US30, have proven defective as shown by excessive or abnormal fading or discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. These signs were manufactured in September 1959 and were installed by Electrical Products Corporation of Oregon, under Contract No. 5519, and are further identified as follows:

Message	Station
SUNDIAL RD-PORTLAND	472
AIRPORT-PORTLAND-SUNDIAL RD	497
TROUTDALE EXIT 1/4 MILE	517
EXIT	524
EXIT	531
ROOSTER ROCK PARK EXIT 1 MILE	827

This letter constitutes a formal demand that you replace each of the defective signs above designated, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

NOTED
TOM EDWARDS

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
A. E. Johnson
L. I. Lindas
Electrical Products of Oregon

RECEIVED
MAY 10 1963
FOR FILING

19

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section	Sundial-Rooster Rock Park
Highway	Columbia River Highway US30 I-80-N
Contract No.	5519 Guarantee No. II
Contractor	Associated Outdoor Advertising Co.
Manufacturer	California Metal Enameling Co. 6904 E. Slauson Ave. Los Angeles, California
Date Manufactured	September 1959

Sign No.	TED Dwg. No.	Station	Message	Failure
10	S 25	472	SUNDIAL RD-PORTLAND	Excessive Fading
17	S 25	497	AIRPORT-PORTLAND-SUNDIAL RD	Excessive Fading
6	S 25	517	TROUTDALE EXIT ¼ MILE	Excessive Fading
D-1-60	S 26	524	EXIT	Excessive Fading
D-1-60	S 26	531	EXIT	Excessive Fading
1	S 28	827	ROOSTER ROCK PARK EXIT 1 MILE	Excessive Fading

L. E. George

L. E. George
Sign Engineer

LEG:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. I

RECEIVED
MAY 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUN - 3 1960
FOR FILING

I 80N-2(4)5

5519

A

June 7, 1960

American Insurance Company
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

State Highway contract #5519 for sign installation on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County was completed by the contractor, Electrical Products Corp. of Oregon on December 4, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $2,217.38 will be released to the contractor on or after June 17, 1960. The total contract amount is $34,062.21, of which amount $1,232.49 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: American Insurance Company
Gerlinger, Richards & Arnold Co.,
201 American Bank Bldg.,
Portland, Oregon

A

RECEIVED
MAR 21 1960
FOR FILING
I-80N-2(1)15-
5519

March 21, 1960

American Insurance Company
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Electrical Products Corp. of Oregon on contract #5519 for sign installation on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $1,675.40, will be released to contractor on or after March 31, 1960. The retained percentage is $984.89.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Company
Gerlinger, Richards & Arnold Co.,
201 American Bank Bldg.,
Portland, Oregon

FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT 21 1959
FOR FILING

October 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads'
Room 408, State Highway Bldg.
Salem, Oregon

Dear Mr. Polk:

There has been submitted to your office recently a price agreement covering a change in signing on the contract signing project for the Sundial-Rooster Rock Park Section of I80N (FAP I-80N - 2 (7) 15 and I-80N - 1 (11) 14). It is understood that some question has been encountered regarding the price submitted for the change in signs.

The signs were changed from a non-reflectorized background with reflectorized letters type of sign to a type of sign which would have a reflectorized background with a non-reflectorized letter. Currently there is available one material which might be used for a non-reflectorized letter. This material consists of a plastic type of film which has been cut to the desired shape of letter. The required letter sizes, when compared with the available sizes of aluminum extrusions, result in a condition in which the cutout letter is mounted on two adjacent extrusions. This in turn results in a condition where the letter film crosses a butt joint of the two adjacent extrusions. This butt joint on commercially available extrusions has a rounded corner. The joining of two extrusions with rounded corners results in a slight depression across the entire face of the sign. Therefore, when the cutout type of film letter is applied to the face of the sign, there is a small area behind the film and over the joint on which the film does not adhere. It is natural to assume that moisture will collect in the joint behind the film letter. Subsequent freezing and thawing action would result in the detachment of the letter from the sign face adjacent to the joint. This process would eventually result in a loosening of the letter from the sign face.

In order to eliminate the above mentioned problem, the price agreement specified a metal cutout letter which is to be porcelain enameled. This will produce a permanent type of legend which may be attached to the face of the sign and which should require a minimum amount of maintenance in the future. This type of letter would also be salvable in case of damage to a panel.

Up to the present time, this cutout type of metal letter has not been a standard manufactured item, and on the price agreement mentioned the

OTED

manufacturing of these letters and their costs required a considerable amount of hand work with a resulting high cost in the manufacturing process. It is felt that since a large amount of these letters will be required in the future, production could be geared to a machine process such that future costs on this type of letter would be considerably lower than that obtained on the first price agreement.

At the first available opportunity this office will contact the various manufacturers interested in order to determine the possibility of mass producing the non-reflectorized metal cutout letter. If this office can furnish any further information, please do not hesitate to contact us.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:jj
bc: G. S. Paxson
Iwan Merchant

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1959
FOR FILING
[illegible]
5517

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: 08-35.2-DA
Sundial-Multnomah Falls Section
Oregon Project I-80N-2(7)
Dalton Point

Dear Sir:

Replying to your letter of July 8 on the above subject, I am attaching three sets of our straight-line maps starting at the westerly end of the Banfield Freeway and extending easterly to Boardman. We have indicated on these straight lines (by color) interchanges, approved points of access, access that may be requested, and Dalton Point. The color is placed in such a manner as to indicate the quadrant or quadrants in which access points are to be made.

We trust that this will give you sufficient information to make a decision on the Dalton Point access.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:law fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.2-DA

408 State Highway Building
Salem, Oregon

July 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Sundial-Multnomah Falls Section
Oregon Project I-80N-2(7)-Dalton Point

Dear Sir:

Reference is made to your letter of April 1, 1959 requesting approval of on and off ramp connections to the Interstate Highway at the Dalton Point recreational area on the Columbia River.

This request has been presented to our Washington office and they have asked for additional information concerning existing and proposed points of access along Interstate Highway 80N from Portland to Boardman Junction with special emphasis being given to that portion between Portland and The Dalles. The following information will be needed:

1. Any points of access already approved.
2. Any other points of access that may be ultimately requuested for recreational areas, etc.
3. Interchanges

We suggest that this information be indicated by the approximate mile post on a straight line map and sent to this office in triplicate at your earliest convenience.

Very truly yours,

G. Polk

C. G. Polk
Division Engineer

CONSTRUCTION DIVISION
RECEIVED
JUL 13 1959
NOTED ☐ ☐ ☐ ☐ ☐
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JUL 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Baebel

NOTED
FORREST COOPER

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AUG 11 1959
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COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

I-80N-2(7)15

5519

August 10, 1959

Electrical Products Corporation of Oregon
3500 SW Bend Avenue
Portland 1
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5519, awarded July 2, 1959, for sign installation on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL - 8 1959
FOR FILING

T [illegible]
T [illegible]
577

July 2, 1959

Electrical Products Corporation of Oregon
3500 S. W. Bond Avenue
Portland 1, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 awarded to you State Highway Contract No. ~~5519~~ for sign installation on the Sundial-Rooster Rock Section of the Columbia River Highway in Multnomah County.

This award was based on your bid of $32,353.41 which was the low bid submitted to the Commission on July 1, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

I-80N-2(7)15
I-80N-1(11)14
5519

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

July 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5519 for Oregon Project I-80N-2(7)15, Sandy River-Multnomah Falls Section, Columbia River Highway (signing), to Electrical Products Corporation of Portland, Oregon, low bidder in the total amount of $32,353.41 for this project and Project I-80N-1(11)14 at the July 1, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig Carter

NOTED
FORREST COOPER

S-413(1) S. Yamhill R. (Wallston) 1959
Br. Sec.
#5520

RECEIVED
AUG 8 1962
FOR FILING

5520

August 7, 1962

Pattullo, Gleason & Griswold
Attorneys at Law
Public Service Building
Portland 4, Oregon

Attention: Mr. W. B. Hinson

Gentlemen:

As requested in your letter of August 6, we are attaching a certified copy of the contract and bond for Contract No. 5520, M. J. Brassfield Company, Yamhill County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:fkn

PATTULLO, GLEASON & GRISWOLD
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
DONALD J. GRISWOLD
WALTER B. HINSON

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CApitol 8-6888

August 6, 1962

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

I have enclosed the affidavit of Mr. George Renner requesting a certified copy of the contract and bond filed on your Job Contract No. 5520, also referred to as Ballston-Bellevue County Road, Yamhill County, Oregon.

The request for the certified copy has been withheld due to our belief this matter would be settled. It now appears legal action will be necessary to enforce Mr. Renner's claim.

Your prompt attention to this matter will be appreciated.

Yours very truly,

W. B. Hinson

WBH:jj

Enc.

Cl please handle
FG

RECEIVED
AUG - 7 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 30 1960
FOR FILING
411 (1)
5520

September 30, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5520 for construction of the Yamhill River Bridge on the Ballston-Bellevue County Road (FAS 746) in Yamhill County was completed by the contractor, M. J. Brassfield Co., on August 10, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $13,006.52 will be released to the contractor on or after October 10, 1960. The total contract amount is $175,084.10, of which amount $1,281.48 represents force account items.

A claim has been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 26 1960

FOR FILING
5-413(1)

5520

September 23, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated September 22, from the Secretary of State informing us that the claim of George Renner in the amount of $3,366.80 against M. J. Brassfield Company on Contract No. 5520 has now been filed in his office, his File No. 3722.

A description of this claim was outlined in our letter to you of September 21, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
EC

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 22, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of this date, a notice of claim by George Renner for materials furnished in the amount of $1,281.30 and for rental of equipment furnished in the amount of $2,085.50 making a total claim of $3,366.80 against the bond taken from G. W. Brassfield, principal and United Pacific Insurance Company, surety for the work described in Job Contract No. 5520, also referred to at Ballston-Bellevue County Road, in Yamhill County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo A Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
SEP 23 1960
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: The Secretary of
Oregon State Highway Commission

Notice is hereby given that the undersigned, GEORGE RENNER, has a claim for materials furnished by George Renner, as set forth in attached Schedule A, in the amount of One Thousand Two Hundred Eighty-One and 30/100 Dollars ($1,281.30) and for rental equipment furnished by George Renner, as set forth in attached Schedule B, in the amount of Two Thousand Eighty-Five and 50/100 Dollars ($2,085.50), making a total claim of Three Thousand Three Hundred Sixty-Six and 80/100 Dollars ($3,366.80) against the bond taken from G. W. BRASSFIELD, principal, and UNITED PACIFIC INSURANCE COMPANY, surety, for the work described as Job Contract No. 5520, also referred to as Ballston-Bellevue County Road, in Yamhill County, Oregon.

George Renner

File # 3722

FILED
SEP 22 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 21 1960
~~FOR FILING~~
5-413 (1)

5520

September 21, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter dated September 20, with a claim attached, has been received from Pattullo & Gleason, attorneys at law, Portland, on behalf of George Renner, advising that M. J. Brassfield Company owes him for material and equipment rental in the amount of $3,366.80. This appears to be in connection with State Highway Contract No. 5520 for the Yamhill River Bridge construction on the Ballston-Bellevue County Road in Yamhill County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

CWH:fp
Enc.

Secretary

NOTED ON CARD
Dc

CC:
Mansfield & Company
1975 S. W. 5th Ave.
Portland 1, Ore.

M. J. Brassfield Company
975 Imperial Drive
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
SEP 21 1960
FOR FILING

S-413 (1)

5520

September 21, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $3,366.80 received from Pattullo & Gleason, attorneys at law on behalf of George Renner, for materials and equipment rental furnished to M. J. Brassfield Company, Salem.

This appears to be in connection with State Highway Contract No. 5520 with M. J. Brassfield Company for the Yamhill River Bridge construction on the Ballston-Bellevue County Road in Yamhill County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

NOTICE OF CLAIM

TO: The Secretary of
Oregon State Highway Commission

Notice is hereby given that the undersigned, **GEORGE RENNER**, has a claim for materials furnished by George Renner, as set forth in attached Schedule A, in the amount of One Thousand Two Hundred Eighty-One and 30/100 Dollars ($1,281.30) and for rental equipment furnished by George Renner, as set forth in attached Schedule B, in the amount of Two Thousand Eighty-Five and 50/100 Dollars ($2,085.50), making a total claim of Three Thousand Three Hundred Sixty-Six and 80/100 Dollars ($3,366.80) against the bond taken from G. W. BRASSFIELD, principal, and UNITED PACIFIC INSURANCE COMPANY, surety, for the work described as Job Contract No. 5520, also referred to as Ballston-Bellevue County Road, in Yamhill County, Oregon.

George Renner
George Renner

RECEIVED
SEP 21 1960
FOR FILING

S-413 (1)

5520

September 21, 1960

Pattullo & Gleason
Attorneys at Law
Public Service Building
Portland 4, Oregon

Attention: Mr. H. Myron Gleason

Gentlemen:

This is to acknowledge receipt of your letter of September 20 and attached claim of your client, George Renner, in the amount of $3,366.80, for materials and equipment rental furnished to M. J. Brassfield Company. Our records indicate this to be in connection with State Highway Contract No. 5520 for the Yamhill River Bridge construction on the Ballston-Bellevue County Road in Yamhill County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

NOTED ON CARD

CWH:fp

PATTULLO & GLEASON
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
DONALD J. GRISWOLD

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CApitol 8-6888

September 20, 1960

The Secretary of
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Submitted herewith on behalf of GEORGE RENNER is claim for materials and rental equipment furnished to G. W. Brassfield for work on Job Contract No. 5520, referred to as Ballston-Bellevue County Road, in Yamhill County, Oregon.

Very truly yours,

H Myron Gleason

H. Myron Gleason

hmg:w
Encl.

cc: Mr. George Renner

RECEIVED
SEP 21 1960
OREGON
STATE HIGHWAY COMMISSION

Form E-1—(Rev.)—

5 113 (1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1960

Section South Yamhill River (Ballston) Bridge

Kind of work Grading & Oiling

Highway Ballston-Bellvue County Yamhill

Section prefix 536-1050

Contractor M.J.Brassfield Co.

Contract number 5520

Date of contract July 6, 1959

Specified work days 240

Date work started July 13, 1959

Work days used

Project authorization . . . . . $ 198,480.38

Exclusive of engineering . . . . $ 184,366.22

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Estimated per cent overrun or underrun . . . . %

Per cent of contract completed, based on estimated cost . . . . %

Engineering authorization . . . . $ 14,114.16

Engineering cost to date $ 6,450, %

Date project was completed August 10, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor installed and painted Guard Rail Monday and Tuesday and completed installing Guide Posts Wednesday of this week.

All grading items now completed.

SEE BRIDGE REPORT FOR ADDITIONAL INFORMATION

NOTED
JOHN R. OAKES

EWB

Ross M. Harris

Signed Ross M. Harris, Res. Engr.

Address Box 411, McMinnville

NOTED
C. E. PAULSEN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.4	0.4		0.4	
Miles partially completed					
Miles completed	0.4	0.4		0.4	
Total estimated quantities (contract)	6,500	3,250		~~240~~ 295	
Total quantities corrected to date	5,300	3,180		360	
Estimated quantities moved or placed to date	5,300	3,180		360	
Average daily quantities	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	1	partial days, Mon., Tues., & Wed.			
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
AUG 3 - 1959
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A 413 (1)

5520

July 31, 1959

M. J. Brassfield Company
975 Imperial Drive
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5520, awarded July 6, 1959, for the Yamhill River Bridge construction on the Ballston-Bellevue County Road (FAS 746) in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED Contract 5520

Monthly Transaction No. 7-125	For -2 (9-1 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S-413 (1) 3	FEDERAL-AID PROJECT AGREEMENT	County **Yamhill**
		Project No. **S-413(1)**

5520 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

South Yamhill River Bridge approx. one mile south of Junction FA 11.
(South Yamhill River Bridge Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**3-5-59**	**0.5**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **194,070**	Federal funds $ **119,900**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the S. Yamhill River (Ballston) Bridge Section, Project No. S-413(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Yamhill River (Ballston) Bridge Section, Project No. S-413(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid Secondary
Project No. S-413(1)

SOUTH YAMHILL RIVER (BALLSTON) BRIDGE SECTION
OF THE BELLEVUE-BALLSTON ROAD IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 15, 1959

Type Code 5231
Roadway (Sta. 3+00 to Sta. 31+20)(Contract No. 5520)

Clearing and Grubbing	All	Required	$	$ 1,500.00
Drainage Excavation, Unclassified	250	cu.yds.	3.00	750.00
General Excavation, Unclassified	6,500	cu.yds.	.50	3,250.00
Finishing Roadbed and Slopes	0.39	mile	1,000.00	390.00
12-inch Concrete Pipe	170	lin.ft.	2.50	425.00
18-inch Concrete Pipe	70	lin.ft.	4.00	280.00
8-inch Perforated Concrete Drain Pipe	1,050	lin.ft.	1.50	1,575.00
Special Backfill in Drains	210	cu.yds.	5.00	1,050.00
Metal Guard Rail	125	lin.ft.	3.00	375.00
Guide Posts, Type W-2	27	only	6.00	162.00
Coarse Crushed Material in Base	2,700	cu.yds.	3.50	9,450.00
3/4" - 0 Material in Base	550	cu.yds.	4.00	2,200.00
Sprinkling	90	M-gals.	2.00	180.00
Preparation of Base	0.39	mile	500.00	195.00
3/4" - 0 Material in Binder Course	45	cu.yds.	5.00	225.00
RC-3 Asphalt in Binder Course	7	tons	60.00	420.00
Furnishing and Placing Aggregates	240	cu.yds.	5.00	1,200.00
120-150 Asphalt	18	tons	50.00	900.00
RS-1 Asphalt	6	tons	60.00	360.00
Extra for Oiling Approaches	8	only	30.00	240.00
Loose Riprap	220	cu.yds.	10.00	2,200.00
				$27,327.00
Flagging, (57½% of Contractor's Cost)	All	Required		100.00
	Subtotal			$27,427.00
	10% Engr. & Cont.			2,742.70
	Total			$30,169.70

Type Code [illegible]
S. Yamhill River Bridge (Sta. 18+75 to Sta. 26+15)(Contract 5520)

Shoring, Cribbing, etc.	All	Required		$ 5,000.00
Structural Excavation	600	cu.yds.	$3.00	1,800.00
Excavation Below Elevation Shown	50	cu.yds.	6.00	300.00
Furnish Steel Piling	180	lin.ft.	6.00	1,080.00
Drive Steel Piles	4	only	100.00	400.00
Furnish Treated Timber Piling	2,700	lin.ft.	1.20	3,240.00

Drive Timber Piles	72 only	$40.00	$ 2,880.00
Class "A" Concrete (1,427 cu.yds. at $)	All Required		86,000.00
Metal Reinforcement (386,500 lbs. at $)	All Required		45,000.00
Treated Timber in Place	8 M-fbm	400.00	3,200.00
8-inch Metal Drain Pipe	20 lin.ft.	5.00	100.00
	Subtotal		$149,000.00
	10% Engr. & Cont.		14,900.00
	Total		$163,900.00

Length of Roadway. . . . . 0.516 mile
Length of structure. . . . . 0.014 mile
Total Length . . . . 0.530 mile
Cost of Roadway per mile $58,468.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 30,169.70	$ 18,600.00	$ 5,784.85	$ 5,784.85
Structure	163,900.00	101,300.00	31,300.00	31,300.00
	$194,069.70	$119,900.00	$37,084.85	$37,084.85

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Yamhill County with the Highway Department.

RECEIVED
JUL 14 1959
FOR FILING

8413 (1)

5020

5020

Finance #268

Salem, Oregon
July 9, 1959

FAS Project Agreement
Yamhill County

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Yamhill County covering the South Yamhill River (Ballston) Bridge Section of FAS 746 in Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court Yamhill County.

Assistant Secretary

rn
Attach: 1

FORM E-20 50M 11-56 19990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1959

SUBJECT: FAS Project Agreement
Yamhill County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the South Yamhill River (Ballston) Bridge Section of FAS 746 in Yamhill County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 6/19/58.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min Page 39
C. W. Head
Asst. Secretary

A

RECEIVED
JUL 13 1959
FOR FILING

J 412 (1)

532

July 9, 1959

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of Yamhill County a fully executed copy of a Finance Agreement between the State Highway Commission and Yamhill County covering the South Yamhill River (Ballston) Bridge Section of FAS 746 in Yamhill County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
C. W. Head, Assistant Secretary

rn
Enc. 1

RECEIVED
AUG 7 - 1959
FOR FILING

[illegible]

5520

July 6, 1959

M. J. Brassfield Company
975 Imperial Drive N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 accepted your proposal for grading and oiling and construction of a 704' reinforced concrete bridge on the South Yamhill River (Ballston) Bridge Section of Bellevue-Ballston County Road, Yamhill County, for the sum of $176,327, which proposal you submitted on July 1, 1959, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5520.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation to your home of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Building & Engineer, Inc.
Seattle, Washington -- Attn. Dorothy McCormack
Daily Journal of Commerce, Seattle 4, Wash.
Daily Journal of Commerce, Portland, Oregon
Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Ivan Merchant (photo copy)

NOTED
J. Mc C.

S-13(6) Buena Vista-Luckiamute R. 1959
Sec. of Independence-Albany
#5521 Co. Rd. (Grad. &Stone Base)

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/15/61	CC-629		527-1052-297

Contract 5521
S-13(6)

Polk County
Dallas, Oregon

Mr. Lockwood Franklin
Co. Engineer

INVOICE NUMBER
69990

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Original advance deposit		$12,800.00	
Less amount previously transferred		10,800.00	
			$2,000.00
County share of costs as per attached statement		11,502.18	
Less amount previously transferred		10,800.00	
			702.18
To be retained			$1,297.82

REQUEST

RECEIVED
JUN 16 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED

A 150 (REVISED 7-60)

FORM 8-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1961

Mr. Lockwood Franklin
Polk County Engineer
County Shops
Dallas, Oregon

Dear Mr. Franklin:

This is to advise you that the construction of the Salt Creek Culvert on FAS 746 and the Spring Valley Culvert on FAS 743 in Polk County has been awarded to Braun Brothers under Contract No. 5923.

Final costs are now available on the following projects:

FAS	Contract	Section
747	5285	Rickreall Creek (Greenwood) Bridge. (Final costs on this project were sent to the County 9/30/59.)
744	5522	Bethel Section.
193	5521	Buena Vista-Luckiamute Section.
560	5752	Luckiamute River Bridge.
744	5288	Bethel-Zena Section.

File

Refunds on the above projects total $9,752.99 of which amount $3,500 will be applied on the advance deposit for the Salt Creek and Spring Valley Creek Culverts. The balance, $6,252.99, will be refunded by our accounting division in the next few days.

Enclosed are a copy of Contract No. 5923 for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:mm
Encl.

W. C. Williams A

STED
W. C. WILLIAMS

April 11, 1960

FINAL COST ANALYSIS
Grading and Stone Base
Contractor: D. F. McKenzie
Resident Engineer: L. L. MacIntyre

Buena Vista-Luckiamute River
Contract No. 5521

Independence-Albany Road
Prefix 527-1052
Project # S-13(6)

S-13-(6)

5521

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	3,500.00		1,462.25	3,500.00
Drainage Excavation	438.71	Cu. Yd.	2.50	1.99	872.31	1,096.78
General Excavation	26,177	Cu. Yd.	0.25	0.235	6,157.22	6,544.25
Short Overhaul	41,635.5	Yd. Sta.	0.02	0.017	723.21	832.71
Long Overhaul	609.1	C-~~Yd.~~ Sta.	0.40	0.36	218.80	243.64
Finish R.B. & Slopes	2.81	Mile	600.00	496.85	1,396.14	1,686.00
12" Concrete Culv. Pipe	210	Lin. Ft.	2.00	1.86	390.93	420.00
18" Concrete Culv. Pipe	828	Lin. Ft.	3.25	2.81	2,324.97	2,691.00
24" Concrete Culv. Pipe	228	Lin. Ft.	5.00	4.35	991.49	1,140.00
60" Concrete Culv. Pipe	66	Lin. Ft.	20.00	18.03	1,190.11	1,320.00
Coarse Mat'l in Base	27,228.685	Ton	0.67	0.64	17,510.76	18,243.22
3/4"-0 Mat'l in Base	6,851.025	Ton	2.30	2.00	13,670.99	15,757.36
Sprinkling	740.5	M-Gal.	2.50	2.19	1,619.33	1,851.25
Deductions: Liquidated Damages	3	Day	60.00			-180.00
					$ 48,528.51	$ 55,146.21

Gross Revenue	$ 55,146.21
Total Cost	48,528.51
Net Profit	$ 6,617.70

Net Profit equals 12% of Gross Revenue

RECEIVED
APR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5521

Labor:

Supervision	$ 1,500.00	
Labor	9,100.00	
Labor Insurance	795.00	$ 11,395.00

Materials:

12" Concrete Pipe	210 Lin. Ft.	@ $1.00	210.00	
18" Concrete Pipe	828 Lin. Ft.	@ $2.00	1,656.00	
24" Concrete Pipe	228 Lin. Ft.	@ $3.10	706.80	
60" Concrete Pipe	66 Lin. Ft.	@ $16.00	1,056.00	3,628.80

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	7,719.40	
Equipment Rental, Hired Fully Operated	14,993.31	
Gas, Oil and Grease	1,120.00	
Bond	336.00	
P.U.C.	47.50	
P.L. and P.D. Insurance	132.50	
Small Tools and Misc. Supplies	475.75	
Freight and Cartage	450.60	
Amount Paid Stevenson for crushing 3/4"-0 aggregate	6,851.00	
Home Office and General Overhead	1,378.65	33,504.71
TOTAL COST		$ 48,528.51

Remarks - Contract No. 5521

This was a "Federal Aid Secondary Project" calling for grading and stone base of 2.79 miles of highway roadbed on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County.

The contract was bid June 16, 1959, awarded July 8, 1959. Work started July 21, 1959 and the project was completed October 12, 1959.

Thecontractor moved in one D-7 cat and dozer and a crew of three men on July 28th, and started the clearing. This operation required approximately ten days to complete. A good profit was realized on the clearing which consisted of brush and small trees.

The contractor started the excavation, which consisted of common material, on August 3rd. Equipment used consisted of two Tournapulls, one D-8 cat and scraper, one D-7 and one D-8 push cats, and one motor grader. Good progress was made on the excavation.

The gravel used for the base material was taken from the State controlled gravel pit known as the Weigel Pit, located 1.8 miles north and east of Buena Vista via existing roads. This material was loaded and hauled with hired equipment and processed with the contractors equipment. The 3/4"-0 material was crushed by Stevenson Construction Company and processed with the contractors equipment after being hauled from the crushing plant with hired trucks.

The contractor had good bid prices, good equipment and personal supervision, realizing a good profit.

M.N. Juve
Chief Cist Analyst

By

George Kayser

A

RECEIVED
JAN - 6 1960

FOR FILING

X-13(6)

5521

January 5, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5521 for grading-stone base on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County was completed by the contractor, D. F. McKenzie, on October 12, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,666.44 will be released to the contractor after acceptance by the Commission. The total contract amount is $55,146.21, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
NOV 5 1959
FOR FILING

[illegible]

5521

November 5, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to D. F. McKenzie, on contract #5521 for grading-stone base on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County.

This payment, in the amount of $4,403.76, will be released to contractor on or after November 16, 1959. The retained percentage is $1,654.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

October 23, 1959

Polk County Court
Courthouse
Dallas, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5521, Buena Vista-Luckiamute River Section of FAS 193, was completed on October 12, 1959.

Under the terms of the agreement dated June 23, 1959, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

RECEIVED
OCT 26 1959
FOR FILING

[illegible]

5521

October 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 12, 1959, on Contract No. 5521, Buena Vista-Luckiamute River Section, in Polk County, in connection with Federal Aid Project No. S-13(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

A

Form E-1—(Rev.)—10M—2-59

S-13(6)
5521

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17th, 1959

Section BUENA VISTA - LUCKIAMUTE RIVER

Highway Independence - Albany Road County Polk

Contractor D. F. McKenzie

Date of contract July 8th, 1959

Date work started July 21st, 1959

Project authorization $ 64,081.13

Exclusive of engineering $ 59,524.25

Kind of work Grading & Stone Base

Section prefix 527-1052

Contract number 5521

Specified work days 50 Beg. 7-20-59

Work days used 53

Per cent of time elapsed 106.0 %

Estimated cost of completed project, exclusive of engineering $ 55,023.13

Estimated per cent overrun or underrun - 7.6 %

Per cent of contract completed, based on estimated cost 100.0 %

Engineering authorization $ 4,556.88

Engineering cost to date $ 4,408.00, 96.7 %

Date project was completed October 12th, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%		100%		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job complete.

Final quantities being forwarded to Division Office next week.

FINAL REPORT

NOTED
[illegible]

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
OCT 19 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed L. L. MacIntyre, Res. Eng.
Address 1101 N. Pacific Hwy., Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.79	2.79			
Miles partially completed	2.79	2.79			
Miles completed	2.79	2.79			
Total estimated quantities (contract)	26,400	35,900			
Total quantities corrected to date	26,088	34,080			
Estimated quantities moved or placed to date	26,088	34,080			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		Project Completed
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

RECEIVED
OCT 16 1959
FOR FILING

[illegible]

5521

October 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 12, 1959 on Contract No. 5521, Buena Vista-Luckiamute River Section, in Polk County, in connection with Federal Aid Project No. S-13(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swanson

DBP:cr

RECEIVED
SEP 24 1959
FOR FILING

September 23, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering construction signing on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County, Contract No. 5521, in connection with Federal Aid Project No. S-13(6)

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

The contractor is not equipped to do this work, while the State has experienced crews. Materials used are purchased on the open market through competitive bids. The amount is too small to contract.

The total estimated amount of this order is $150.00, with Federal participation of $92.00.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

A

RECEIVED
AUG 4 - 1959

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S-13(6)

5521

July 31, 1959

Mr. D. F. McKenzie
1465 Mission Street
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5521, awarded July 8, 1959, for grading-stone base on the Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
JUL 27 1959
FOR FILING

5521

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 21, 1959, on Contract No. 5521, Buena Vista-Luckiamute River Section, in Polk County, in connection with Federal Aid Project No. S-13(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Monthly Transaction No. 7518	Form 2 (8-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Polk**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-13(6)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Buena Vista to N. end S-13(5)
(Buena Vista-Luckiamute River Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-26-59	2.8
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 62,657	$ 38,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Buena Vista-Luckiamute River Section, Project No. S-13(6).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Buena Vista-Luckiamute River Section, Project No. S-13(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-13(6)

BUENA VISTA-LUCKIAMUTE RIVER SECTION OF THE
INDEPENDENCE-ALBANY ROAD IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1939

Type Code 2010
Roadway (Sta. 4+28 thru eqns. 28+73.50 = 29+61.56 to Sta. 152+42.82)
(Contract No. 552)

Clearing and Grubbing	All	Required		$ 3,500.00
Drainage Excavation, Unclassified	300	cu. yds.	$2.50	750.00
General Excavation, Unclassified	26,400	cu. yds.	.25	6,600.00
Short Overhaul	49,000	hd. stas.	.02	980.00
Long Overhaul	720	C-yd. stas.	.40	288.00
Finishing Roadbed and Slopes	2.79	miles	600.00	1,674.00
12-inch Concrete Pipe	100	lin. ft.	2.00	200.00
18-inch Concrete Pipe	880	lin. ft.	3.25	2,860.00
24-inch Concrete Pipe	200	lin. ft.	5.00	1,000.00
60-inch Concrete Pipe	66	lin. ft.	20.00	1,320.00
Coarse Material in Base	28,700	tons	.67	19,229.00
3/4" - 0 Material in Base	7,200	tons	2.30	16,560.00
Sprinkling	580	M-gals.	2.50	1,450.00
				$56,411.00
Flagging (57½% of Contractor's Cost)	All	Required		400.00
Signing (Temporary)	All	Required		150.00
		Subtotal		$56,961.00
		10% Engr. & Cont.		5,696.10
		Total		$62,657.10

Length of Roadway - - - - 2.789 Miles
Cost of Roadway per Mile - $22,465.79

Federal Funds - - - - - - - - - - - - - - - - - -	$38,700.00
State Funds - - - - - - - - - - - - - - - - - -	11,978.55
County Funds - - - - - - - - - - - - - - - - - -	11,978.55
	$62,657.10

Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maintenance: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Polk County with the Highway Department.

VICTOR S. RISLEY CO.
223 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

Insurance
Telephones: OFFICE CA 8-9301 HOME CH 4-3858

3-15(6)

5521

July 18, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed please find Contract No. 5521 in duplicate. The contractor, D. F. McKenzie, has signed the contract and bond and the bond has been executed by the Surety.

This contract is for the Buena-Vista-Luckiamute River section of the Independence-Albany Road in Polk County.

We trust you will find the enclosures in order.

Yours very truly,

Victor S Risley

VSR/R
Encl. 2

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 61108

Date July 9, 1959

Your Req. No.

Billing Request No. 00-501

Credit Distribution 527-1052-297

Polk County ✓
Dallas, Oregon
Attn: County Court

RECEIVED
JUL 1[illegible] 1959

Advance Deposit	$12,800.00
Partial transfer county's share total cost of Buena Vista-Luckiamute River section, FAS 193, covered by agreement dated June, 1959	10,800.00
To be retained	2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By____________________________________

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
[illegible] JONES

NOTED

July 8, 1959

Polk County Court — FAS 193
Courthouse
Dallas, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $32,175 which, together with the refund due the county and being retained by the state of $649.60, makes a total deposit of $32,824.60 in connection with the Buena Vista-Luckiamute River Section of FAS = Contract 5521 193 and the Bethel Section of FAS 744. Contract 5522

Contract No. 5521 has been awarded to D. F. McKenzie for the Buena Vista-Luckiamute River project and Contract No. 5522 has been awarded to S. W. Payne for the Bethel project. A copy of each contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
V. R. JONES

June 16, 1959

Polk County Court
Courthouse
Dallas, Oregon

File

Gentlemen:

On June 16 satisfactory bids were received from D. F. McKenzie of Salem for constructing the Buena Vista-Luckiamute River Section of FAS 193 and from Stanton W. Payne of Eugene for constructing the Bethel Section of FAS 744. As per the agreements between county and state, the following advance deposits are required prior to awarding of a contract:

Buena Vista-Luckiamute River Section

527-1052
Cont 5521

Bid Items	$ 56,411.00
Flagging & Signing	550.00
12-1/2% Engineering & Contingencies	7,120.13
Estimated Total Cost.	$ 64,081.13
Advance Deposit of 20% =	$ 12,800.00

Bethel Section

527-1053
Cont # 5522

Bid Items	$ 88,333.00
Flagging & Signing	675.00
12-1/2% Engineering & Contingencies	11,126.00
Estimated Total Cost.	$100,134.00
Advance Deposit of 20% =	$ 20,026.80
Less Refund Due on Falls City Bridge, FAS 560	649.60
Required Cash Deposit =	$ 19,377.20 or say $19,375

Total Required Cash Deposit

Buena Vista-Luckiamute River Section	$ 12,800.00
Bethel Section	19,375.00
TOTAL	$ 32,175.00

Please make these deposits by means of either one or two checks or warrants totaling $32,175 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposits plus one signed copy of each of the enclosed right-of-way certification forms, contracts will be awarded.

Based on the foregoing estimated project costs, Polk County has an unprogrammed balance of fiscal year 1961 FAS funds totaling $52,000 (includes federal, state, and county funds). If you so desire this $52,000 can be programmed against the Luckiamute River Bridge on FAS 560 south of Independence.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Encl - 2

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. S-13(6)

Name of Project Buena Vista-Luckiamute River Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at Dallas, Oregon, this 6th day of July, 1959.

Polk County Court

C M Barnhart
Judge

W Frank Crawford
Commissioner

Allen A Dunn
Commissioner

RECEIVED
AUG 7 - 1959
FOR FILING

[illegible]

5521

A

July 8, 1959

D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on July 2, 1959 accepted your proposal for grading and stone base on Buena Vista-Luckiamute River Section of Independence-Albany County Road, Polk County, for the sum of $56,411 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5521.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of today.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

NOTED
J. Mc C.

A

RECEIVED
JUL - 9 1959
FOR FILING

FORM E-30X—87,800—

8-13(6)

5521

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1959

SUBJECT: Steer & Spout Creek Culverts
FAS 150 & 151, Lincoln County;
Buena Vista-Luckiamute River Section
FAS 193, Polk County;
Bethel Section
FAS 744, Polk County

To:

Mr. R. L. Porter
Office Engineer

Confirming out telephone conversation this date, we have received the required advance deposits and right-of-way certifications from the respective counties in connection with the subject named projects. They are now clear for award of contracts.

/s/ John F. Hagemann

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

P

RECEIVED
JUL - 3 1959
FOR FILING

A-15 (6)

5521

July 2, 1959

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

The State Highway Commission on July 2, 1959 accepted your bid in the amount of $56,411.00 for grading and stone base on the Buena Vista-Luckiamute River Section of the Independence -Albany County Road in Polk County, which was the low bid received for that job on June 16, 1959.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
JUN 29 1959
FOR FILING

8-15(6)

5521

June 25, 1959

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing for the records and files of Polk County one fully executed copy each of two finance agreements between the State Highway Commission and Polk County, one covering the Buena Vista-Luckiamute River Section of FAS 193, and one covering the Bethel Section of FAS 744 in Polk County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________
C. W. Head, Assistant Secretary

rn
Enc. 2

R

RECEIVED
JUN 29 1959
FOR FILING
8-13(6)
5521

Salem, Oregon
June 25, 1959

[illegible] #207

FAS Project Agreement
Polk County

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Robert H. Prange
Field Engineer

Attached is a conformed copy of a finance agreement with Polk County covering the Buena Vista-Luckiamute River Section of FAS 193.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Ass't. Secretary

FH
Attach: 1

FORM E-30 50M 11-58 19890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1959

SUBJECT: FAS Project Agreement
Polk County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Buena Vista-Luckiamute River Section of FAS 193. Two copies of the agreement have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

The project was approved December 11, 1958.

C. G. Swenson
Engineer, County & City Relations

By

Robert H Prange
Robert H. Prange
Field Engineer

RHP:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-11-58, Min. page 33
Lloyd Query
Secretary

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

NOTED

NOTED
C. G. SWENSON

May 28, 1959

NOTED
Harold C. Ayers

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Buena Vista-Luckiamute River Section of FAS 193 upon which bids will be received June 16.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $83,400; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than June 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

NOTED
Harold C. Ayers

ORIGINAL

May 27, 1959
Salem, Oregon

Options
Buena Vista-Luckiamute River Sec.
Independence-Albany Rd.
FAS 193 - Polk Co ✓

C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 12 original option forms in quadruplet covering right of way to be acquired in connection with Buena Vista-Luckiamute River Section of the Independence-Albany Road in Polk County. No Statements of Information were furnished. This contract is scheduled for letting June 16, 1959.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We are forwarding, under separate cover, 5 prints of map number SB-14-14 covering this area and bearing our date of May 25, 1959.

		0.2	acre
30006	E. D. & Leona Long	0.5	"
30008	Leland & Evadna Prather	0.19	"
30009	Willard R. & Thelma K. Pruiett	1.4	"
30010	Walter A. Barkus et ux	0.19	"
30011	Nelson C. Anderson et ux	0.12	"
30012	Blanche Harman Rust		
30013	Martin B. Edwards, Jr., Jake Prince, Jr.	5.15	"
	and Harold McKay	0.5	"
30014	H. J. & Nellie Steele	0.05	"
30015	Charles T. Elliott	2.68	"
30016	Charley & Eva Holloway	0.72	"
30018	W. C. & Myrtle Schoppenhurst	0.08	"
30019	Otto & Tenabel Koos		

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 12 orig. option forms

cc: J. D. Walker
E. J. Bonner

Handed to C [illegible]
6/29/59

RECEIVED
MAY 28 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V. R. JONES

Salem, Oregon
May 6, 1959

Buena Vista-Luckiamute River Section
FAS 193, Polk County

Mr. Tom Morris
OFFICE

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission with the exception of the inclusion of the oil mat wearing surface. The FAS project is to include all work through the leveling course only. Polk County will construct the oil mat wearing surface after completion of the FAS project.

The field estimate after deleting the oil mat wearing surface is $79,300 which is within the $85,000 initially programmed.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

NOTED

NOTED
C. G. [illegible]

[illegible]
V. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
5/6/59

FAS 193, POLK COUNTY

TERMINI: From Buena Vista southerly to Oregon Project S-13(5) north of Luckiamute River. (Buena Vista-Luckiamute River Section)

PROPOSED WORK: Grade, drain, and construct 2-lane low type surface.

PROJECT LENGTH: 2.81 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$80,000	$48,000	$16,000	$16,000 (Co.)

EXISTING FACILITY:
ROADWAY: 24' wide light gravel wearing surface on 28' wide roadway. Substandard grade and alignment.
STRUCTURE: One untreated timber span 23' in length, H.C. 21' 3". To be replaced by culvert pipe.

ADJACENT SECTIONS:
NORTH END: 20' wide oil mat wearing surface with 8' shoulders.
SOUTH END: 20' wide oil mat wearing surface with 4' shoulders constructed under Oregon Project S-13(5).

PROJECT DATA: Grade and drain to an improved grade and alignment and construct stone base and wearing surface approximately 28' in width. Polk County will construct a type 0-11 oil mat wearing surface 20' in width with 4' shoulders to approved highway standards without federal cooperation.

ROW WIDTH: 60' minimum.

MINIMUM DESIGN STANDARDS: Two exceptions - One consisting of a 26° horizontal curve at the junction with FAS 560 near Buena Vista and the other a 20° horizontal curve in Buena Vista. The traffic volumes at the junction of FAS 193 and 560 are approximately equal for all legs of the junction and any further easing of the curve in FAS 193 would complicate the movement of traffic at this junction. The minimum curvature of the curve in Buena Vista is limited by roadside development. Speeds in this area would be reduced to 25 m.p.h. due to the residential nature of the roadside culture.

ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: Minor map change which has been submitted.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATION: None.

Route data submitted under Oregon Project S-13(5).

JFH:mm

2-9-59

RECEIVED
FEB 13 1959
FOR FILING

813(6)

[illegible]

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
BUENA VISTA-LUCKIAMUTE SECTION
FAS 193-POLK COUNTY

The following prospectus is submitted regarding the above mentioned section. The northerly end of the project is at M.P. 7.30, which point is in the community of Buena Vista at the southerly end of the existing oil mat surface. The southerly end of the project is at M.P. 10.20, which point is 0.7 mile northerly of the Benton County line and is at the northerly end of the recently completed (1957) Luckiamute River Bridge Section. The overall length of the project is 2.90 miles.

This will be a location survey for the purpose of preparing plans and estimates for realigning, grading, and paving. The general route is that of the existing highway. There are no towns involved.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present (1957) ADT is 60 and the projected (1975) ADT is 120. This will be a Class "E"-35 highway with a maximum grade of six per cent and a maximum curvature of twenty degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

0-11 Oil Mat	1¼"
3/4"-0 Level Course	3 "
Base Course	10 "
Total	14¼"

This will be an unrestricted access facility with no interchanges. There are no railroad crossings. The replacement of the bridge within the project limits will be subject to decision at a later date.

Materials are available from local commercial sources and from a State-controlled gravel pit one mile north and one-half mile east of Buena Vista.

Further agreements with the County will be required concerning the previously mentioned bridge replacement.

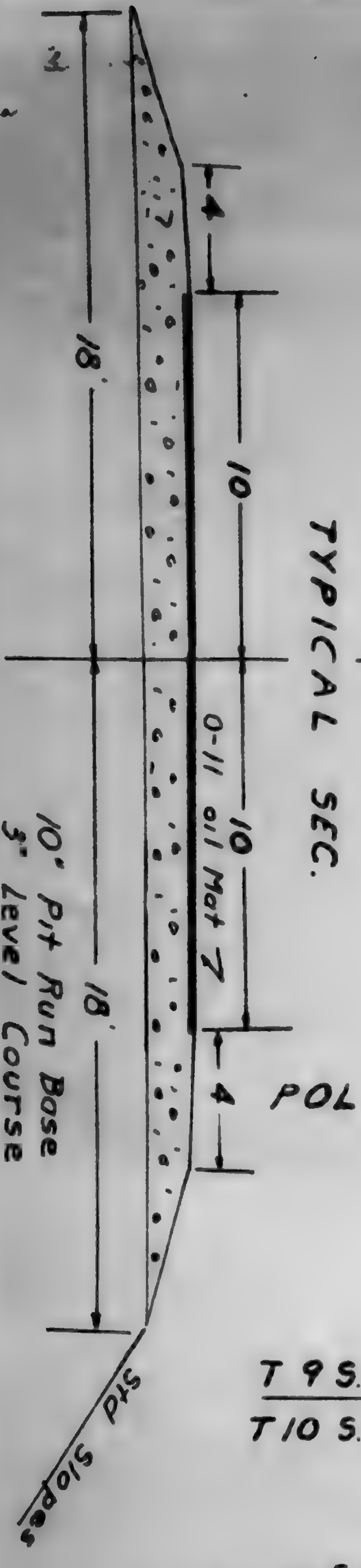
There are no state parks affected by this project.

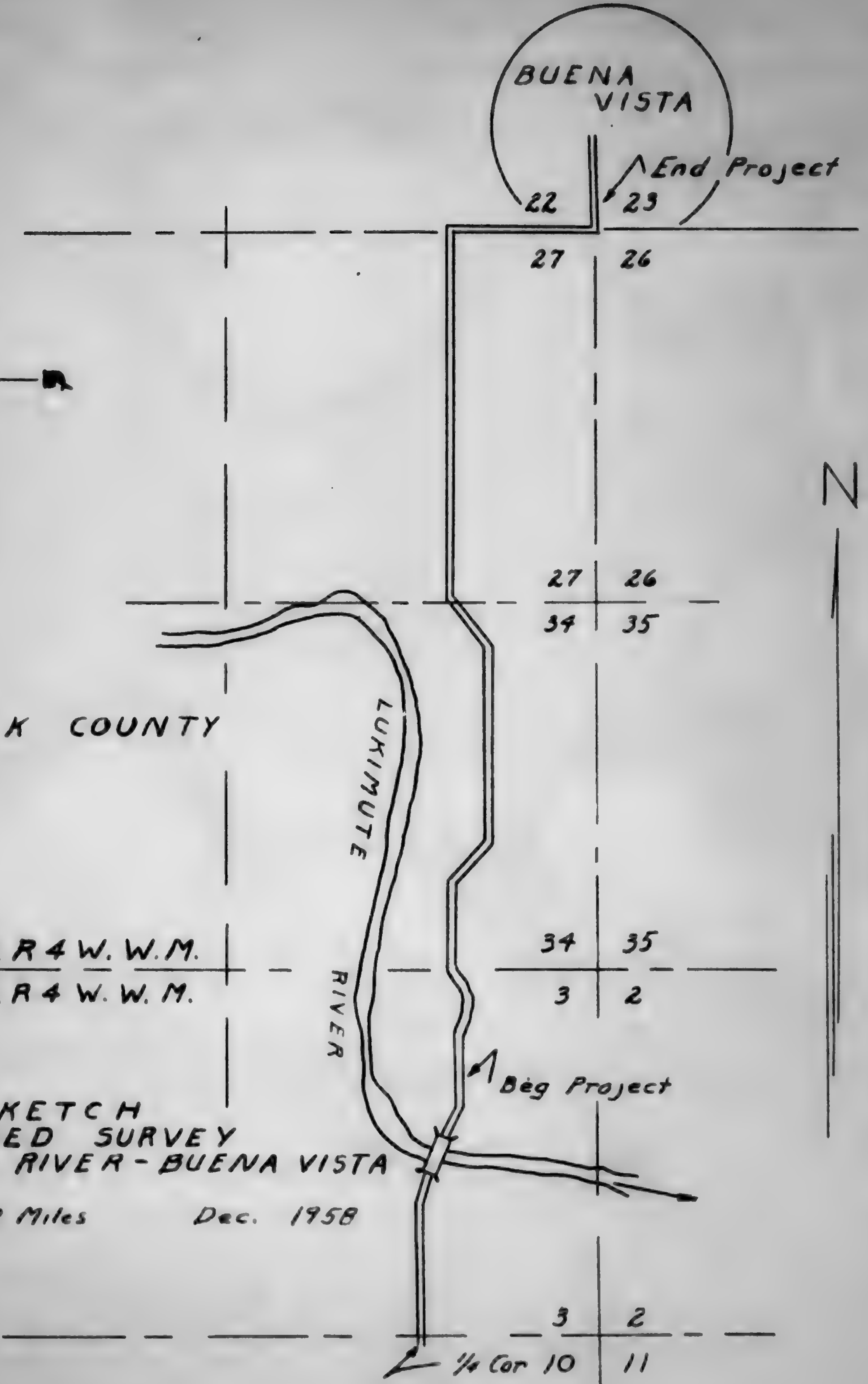
February 9, 1959

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
FEB 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER


TYPICAL SEC.
18'
18'
4
10
10
4
0-11 oil Mat 7
10" Pit Run Base
3" Level Course
Std Slopes
2


BUENA VISTA
End Project
22
23
27
26
27
26
34
35
34
35
3
2
3
2
1/4 Cor 10
11
N
POLK COUNTY
LUKIMUTE
RIVER
T 9 S. R 4 W. W. M.
T 10 S. R 4 W. W. M.
Beg Project

SKETCH
PROPOSED SURVEY
LUCKIMUTE RIVER - BUENA VISTA

Scale 5" = 2 Miles Dec. 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 12, 1958

Polk County Court
Courthouse
Dallas, Oregon

fas 193

NOTED
John F. Hagemann

Gentlemen:

On December 11 the Highway Commission approved the County FAS project as described in the attached tabulation which is believed to conform with your initial request. The survey for this project will be under the supervision of our division office with headquarters at Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. - 58-h

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT
POLK COUNTY

FAS 193 - Buena Vista - Luckiamute River Section, approximately 2.9 miles, $85,000. This section extends from the existing bituminous wearing surface at Buena Vista, southerly to the existing bituminous wearing surface north of the Luckiamute River.

The proposed project is to grade, drain, and construct a stone base and wearing surface to a finished width of 28'. Whether or not replacement of a 23' long existing timber structure located within the project limits will be included in the FAS project will be determined at a later date. The project is to generally follow the existing road.

Funds in addition to the $85,000 programed above are available if required.

58-h
11/12/58

Highway Commission approved December 11/1958.

Proposed Project

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed Project

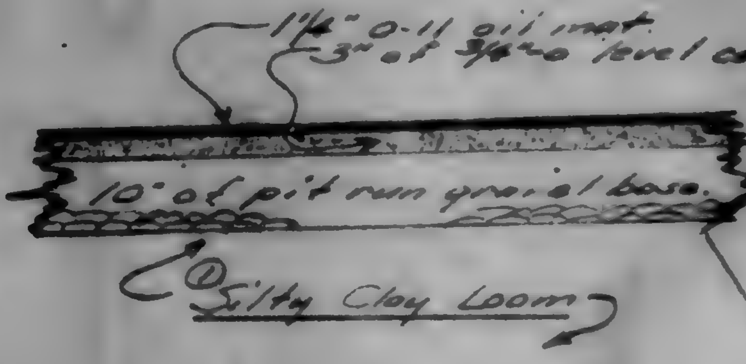
NOTED C.G SWENSON

NOTED John F. Hagemann

ection Buena Vista - Luckiamute River Br. Highway F.A.S. 193 County Polk Prefix

es. Engr. Length of Project 2.95 Miles. Sta. to Sta. Date 12-4-58

TYPICAL SECTIONS Traffic Classif. - Light



① Typical Soil
27 LL
7 PI
86 % P.200
46 % Silt
37 % Clay
6 "R" Value

* The coarse base has been increased 25% for the use of pit run gravel.

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			1¼ 3 *10
	14		14¼

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DEC 9 1958
COUNTY & CITY RELATIONS
ENGINEER

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. E. Decker
Staff Assistant
[redacted]

Recommended by
Asst. Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway

S-385(2) Bethel Sec. of Byerly 1959
Corner-W. Salem Co. Rd.
#5522 (Grad. & Stone Base)

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/15/61	00-630		527-1053-297

NOTED
C. G SWENSON

Contract [illegible]
2-325(2)

INVOICE NUMBER 69991

Polk County
Dallas, Oregon

Attn of: Mr. Lockwood Franklin
Co. Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Original advance deposit		$20,024.60	
Less amount previously transferred		16,024.60	
			$4,000.00
County share costs as per attached statement		17,423.13	
Less amount previously transferred		16,024.60	
			1,398.53
To be retained			$2,601.47

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

FORM E-123-X 90M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1961

Mr. Lockwood Franklin
Polk County Engineer
County Shops
Dallas, Oregon

Dear Mr. Franklin:

This is to advise you that the construction of the Salt Creek Culvert on FAS 746 and the Spring Valley Culvert on FAS 743 in Polk County has been awarded to Braun Brothers under Contract No. 5923.

Final costs are now available on the following projects:

File

FAS	Contract	Section
747	5285	Rickreall Creek (Greenwood) Bridge. (Final costs on this project were sent to the County 9/30/59.)
744	5522	Bethel Section.
193	5521	Buena Vista-Luckiamute Section.
560	5752	Luckiamute River Bridge.
744	5288	Bethel-Zena Section.

Refunds on the above projects total $9,752.99 of which amount $3,500 will be applied on the advance deposit for the Salt Creek and Spring Valley Creek Culverts. The balance, $6,252.99, will be refunded by our accounting division in the next few days.

Enclosed are a copy of Contract No. 5923 for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

V. R. Jones
V. R. Jones
Field Engineer

VRJ:mm
Encl.

RECEIVED
AUG 10 1960
FOR FILING

S-285(2)

[illegible]

Noted on card

August 9, 1960

Matthies and Willson, Attorneys at Law
201-203 First National Bank Building
Albany, Oregon

Attention: Raymond D. Matthies

Gentlemen:

Your letter of August 4, addressed to Mr. R. D. Asburry, has been referred to this office for reply. Your letter mentions a claim in the amount of $34.00 owed to Mr. Forslund by Stanton W. Payne on Contract 5522.

A check in our General Files revealed the presence of your letter of January 20 and, apparently through some oversight in this office, we failed to acknowledge it. The facts concerning the contract are in part as follows:

The contract was completed November 12, 1959 and was accepted by the Highway Commission on December 16, 1959. Our records indicate that final payment was made on or after January 30, 1960. The Aetna Casualty and Surety Company, through J. W. Ward, Resident Agent, 59 East 14th Street, Eugene, furnished the performance bond for this contract. Your letter of January 20 advising of the claim was received and filed in this office on January 21, 1960.

A copy of this letter is being forwarded to the surety for their information.

We believe that the status of the claim is covered by ORS 279.526, 279.528, and 279.536.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj

cc: Aetna Casualty and Surety Co., Portland
R. D. Asburry, Assistant Division Engineer
Stanton W. Payne, Eugene

NOTED ON CARD
dc

RAYMOND D. MATTHIES
MERRITT J. WILLSON

MATTHIES AND WILLSON
ATTORNEYS AT LAW
201-203 FIRST NATIONAL BANK BUILDING
ALBANY, OREGON

TELEPHONE
WABASH 6-4431

August 4, 1960

Mr. R. D. Asburry
Assistant Division Engineer
State Highway Department
Salem, Oregon

Dear Mr. Asburry:

Re: RAY KENNETH FORSLUND - STANTON W. PAYNE
Excavation Job, Your Contract No. 5522

Reference is made to the letter that I addressed to your department to the attention of your Mr. Asburry on January 20, 1960.

I incorporated a claim for the sum of $34 relating to the subject-named matter in the same letter.

To this date, no response has been received.

Please advise me what the status of the claim is. Thank you for the courtesy of your attention to this matter.

Very truly yours,

MATTHIES AND WILLSON
By: Raymond D. Matthies
RAYMOND D. MATTHIES

RDM:cmc

2-10-60

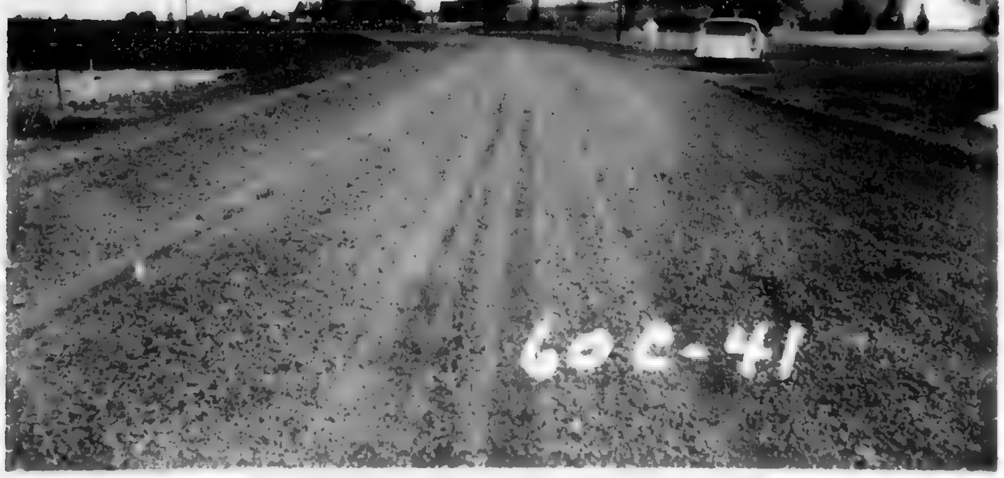
FAS 744 **County** Polk **Contract No.** 5[illegible]

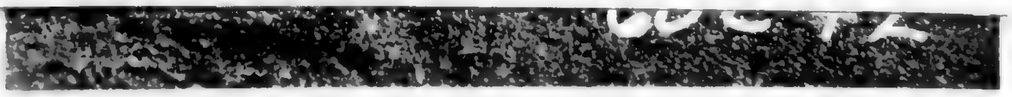
Section Bethel

Location 59-C-107 } [illegible] looking N
60-C-41 }

58-C-12 } W End looking E
60-C-42 }

59-C-108 }
60-C-39 } E End looking W
[illegible]
[illegible]





2-10-60

FAS 744 **County** Polk **Contract No.** [illegible]

Section Bethel

Location 57-C-110 } [illegible] looking N
60-C-41 }

58-C-12 } W End looking E
60-C-42 }

58-C-108 }
60-C-39 } E End looking W
[illegible]

[illegible]

60C42

60 C 39

2-10-60

FAS 744 **County** Polk **Contract No.** 5[illegible]

Section Bethel

Location 59-C-110 / 60-C-41 } [illegible] N

58-C-12 / 60-C-42 } W End looking E.

59-C-108 / 60-C-39 } E End looking W

58-C-105 / [illegible] } [illegible]

2-10-60

FAS 744 **County** Polk **Contract No.** 5922

Section Bethel

Location 59-C-110 } [illegible] looking N
60-C-41 }

58-C-12 } W End looking E.
60-C-42 }

59-C-108 }
60-C-39 } E End looking W.
59-C-108 }
[illegible] } [illegible]

59 C-108

58 C-12

60 C 40

RECEIVED
JAN 20 1960
FOR FILING
X-285
5522

January 20, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5522 for grading-stone base on the Bethel Section of the Byerly Corner-West Salem Road in Polk County was completed by the contractor, Stanton W. Payne, on November 12, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $2,162.22 will be released to the contractor on or after January 30, 1960. The total contract amount is $81,343.76, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
J. W. Ward, Res. Agent
59 East 14th St.,
Eugene, Oregon

A

RECEIVED

RAYMOND D. MATTHIES
MERRITT J. WILLSON

MATTHIES AND WILLSON
ATTORNEYS AT LAW
201-203 FIRST NATIONAL BANK BUILDING
ALBANY, OREGON

TELEPHONE
WABASH 6-4431

A-385(2)

5522

January 20, 1960

Mr. R. D. Asburry
Assistant Division Engineer
State Highway Department
Salem, Oregon

Dear Mr. Asburry:

Re: RAY KENNETH FORSLUND - STANTON W. PAYNE
Excavation Job, Your Contract No. 5522

Receipt is acknowledged of the letter relating to the subject named Claim that your Mr. Asburry addressed to me on January 18, 1960.

In answer to the advice that no official claim has been placed against this Contract, this letter is respectfully submitted as claim against the same for the unpaid balance due and owing Mr. Forslund from Mr. Payne in the sum of $34.00.

In the event further procedure is required to perfect this Claim, please so advise me.

Yours very truly,

MATTHIES AND WILLSON

By: Raymond D. Matthies
RAYMOND D. MATTHIES

RDM/bjd
cc: SWPayne

NOTED

NOTED

RECEIVED
JAN 20 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

F 385(2)

5522

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 18, 1960

Matthies and Willson
Attorneys at Law
201-203 First National Bank Building
Albany, Oregon

Re: Ray Kenneth Forslund - Stanton W. Payne
Bethel Section
Byerly Corner-West Salem Road
Contract No. 5522

Gentlemen:

Please be advised that as of this date the State Highway Department has not made final payment to Mr. Payne for his work on the subject contract. No official claim has been placed against this contract covering the matter in question. As of this date no official request has been received by this office for a claim to be placed against this contract covering the matter in question.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. Floyd Query

NOTED
FLOYD QUERY

No claims listed on contract card-
1-19-60
C.H.

NOTED
C. W. HEAD

A

RECEIVED
DEC -7 1959
FOR FILING

B.385(2)

[illegible]

December 4, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Stanton W. Payne on contract #5522 for grading-stone base on the Bethel Section of the Ryerly Corner-West Salem Road in Polk County.

This payment, in the amount of $4,191.47, will be released to contractor on or after December 14, 1959. The retained percentage is $2,448.91.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
J. W. Ward, Resident Agent
59 East 14th Street
Eugene, Oregon

NOTED
V. R. JONES

NOTED
C. G. SWENSON

November 20, 1959

NOTED
Harold C. Ayers

Polk County Court
Courthouse
Dallas, Oregon

NOTED
John F. [illegible]

S-355(2)

Gentlemen:

This is to advise you that work on Contract No. 5522, Bethel Section of FAS 744, was completed on November 12, 1959.

Under the terms of the agreement dated June 23, 1959, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

A

RECEIVED
NOV 18 1959
FOR FILING
8-385(2)
5522

November 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 12, 1959, on Contract No. 5522, Bethel Section, in Polk County, in connection with Federal Aid Project No. 8-385(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

.S 325(2)
55

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 13, 1959

Section Bethel

Highway Byerly Corner-West Salem Road

County Polk

Contractor Stanton W. Payne

Date of contract July 8, 1959

Date work started July 20, 1959

Project authorization $ 100,134.00

Exclusive of engineering $ 93,103.36

Kind of work Grading and Stone Base

Section prefix 527-1053

Contract number 5522

Specified work days 50

Work days used 47

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 82,630.45

Estimated per cent overrun or underrun -10.2 %

Per cent of contract completed, based on estimated cost 100% %

Engineering authorization $ 7,220.64

Engineering cost to date $ 7385.00, 103.7 %

Date project was completed Nov. 13, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	-	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked Monday thru Thursday (except Wednesday, holiday) grading and processing the surfacing materials. On Thursday, Nov. 12, Mr. Asburry, Assistant Div. Engr. and a B.P.R. man went over the project and accepted the job.

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Kermit E. Barrett

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.06	2.06			
Miles partially completed	"	"			
Miles completed	"	"			
Total estimated quantities (contract)-	48800 c.y.	23,000 tons			
Total quantities corrected to date	44841 c.y.	25,269 tons			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		3			

Men		2
Supervision		1
Men and trucks under 3 tons		
Men and trucks over 3 tons		
Men and tractors		

Equipment used during week: Shovels ...., Power graders ...1..., Rollers ...1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ....1......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear		
Friday	"		
Saturday			

RECEIVED
SEP 25 1959
FOR FILING

8 385.1

5522

September 24, 1959

Mr. Stanton W. Payne
2475 River Road
Eugene
Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 24, 1959, had under discussion your request for 30 additional workdays within which to complete your contract #5522 for grading-stone base on the Bethel Section of the Pyerly Corner-West Salem Road in Polk County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: J. D. Walker
K. W. Bartel
Tom Edwards

NOTED ON CARD

A

RECEIVED
SEP 21 1959
FOR FILING

8-335(2)
5522

September 18, 1959

Request for extension of time
No. 6
September 24-25, 1959 meeting

Oregon State Highway Commission

Gentlemen:

We are in receipt of a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract for the Bethel Section of the Eyerly-West Salem Road, Contract No. 5522.

The reasons as set forth by the contractor for the granting of additional workdays are not in accordance with allowable reasons as set forth in the contract provisions. It is, therefore, recommended that the contractor's request for 30 additional workdays be rejected.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

Enclosure

cc Mr. Tom Edwards

E-[illegible] (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 27, 1959

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 55 days to 80 days, within which to complete our Contract No. 5522, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: As per letter of Aug. 29-59

The Electric Co. has not moved the poles and lines out of our way for construction of the road.

The unforseen wet conditions at the Cemetery has slowed down production. The curing time of the box culvert will also cause delay.

Respectfully submitted,

Stanton W. Payne
Contractor

By Corrine Payne

CONSENT OF SURETY

Date August 27, 1959

We, THE AETNA CASUALTY AND SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible] SURETY COMPANY

James E. [illegible], Attorney-in-fact

(SEAL)

Ray D. Pollard
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5522 Contractor Stanton W. Payne

Highway Byerly Corner - West Salem Road

Section Bethel

Kind of Work Grading and Stone Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or GRANTED~~**. The reasons for such recommendation are as follows:

~~Granted. The P.G.E. Co. has been very slow in moving their lines and in several instances have held up the contractors operations. The Sub-contractor, Shook Bros., started work on the box culvert on Aug. 27, the curing time alone will overrun the time limit of the project.~~

The utility company was slow in moving their facilities, but this did not materially affect the production. It was more of an inconvenience as the contractor had to bypass the areas where the poles were located. The wetness of the cut near the cemetery was a natural condition.

Recommended for Approval:

R. D. [illegible]
Division Engineer

NOT RECOMMENDED FOR APPROVAL.

L. H. Young
Construction Engineer or Bridge Engineer

Forrest Cooper
Deputy State Highway Engineer

Contract No.	5522
Project designation (State-Federal)	S-385(2)
Date awarded	July 8, 1959
Work started	July 20, 1959
Per cent completed	25% Sep. 5, 1959 (Date)
No. of Workdays Allowed	50
No. of Workdays Used	29
No. of Added Workdays Requested	30

123-X 37.5M 10-58

COMMISSIONERS
M. . McIVER, Chairman
Portland
ERT B. CHESSMAN, Member
Astoria
NNETH N. FRIDLEY, Member
Wasco

LOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

RECEIVED
SEP 1[illegible] 1959
ENGINEER
COUNTY & CITY RELATIONS

September 17, 1959

Mr. Stanton W. Payne
2475 River Road
Eugene, Oregon

Subject: Bethel Section
Byerly Corner-West Salem Rd.
Contract No. 5522

NOTED
John F. Hagemann

Dear Sir:

On a recent inspection trip, it was noted that the subject project was in poor condition should we get a rain storm of any intensity. Grading ~~Draining~~ work has been performed on the entire project so that there is a dirt surface from beginning to end, with none of it complete with rock surfacing. In several areas, considerable grading yet had to be done. The season of the year is here where we can expect rains sufficient to render the road impassable without the rock surfacing. The project is such that traffic must be maintained over at least the major portion of it. We therefore request that you expedite the work on this project to its early completion to reduce the chances of having a critical condition of maintaining traffic over a muddy road.

Should the occasion arise due to inclement weather, where to maintain traffic over the project additional work will have to be performed or additional material used over the normal amount to complete the project, we will expect the contractor to perform such work and furnish such materials at his own expense.

This is in accordance with the standard specifications for highway construction, which is a part of the subject contract. Please note section 1-4-7 on page 8 of said standard specifications.

Very truly yours,

J. [illegible] Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RECEIVED
SEP 1[illegible] 1959

RDA/jh

cc: Tom Edwards
C.G. Swenson
K.E. Bartel

A

FORM E-128

RECEIVED
AUG 26 1959
FOR FILING

S. 385(2)

5522

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 25, 1959

Mr. Stanton W. Payne
2475 River Road
Eugene, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5522, awarded July 8, 1959, for grading ~~and~~ stone base on Bethel Section of the Byerly Corner-West Salem Road in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Encl.

RECEIVED
JUL 29 1959
FOR FILING

S 385 (2)

5322

July 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 20, 1959, on Contract No. 5522, Bethel Section, in Polk County, in connection with Federal Aid Project No. S-385(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

[illegible] 5522 7-24-59

Monthly Transaction No. RECEIVED 7-122	For -2 (. 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT** 7-24-59	County Polk
		Project No. S-385(2)

S-385 (2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5522

Project termini

Approx. 0.7 mile east of jct. FA 9 to jct. project S-385(1)
(West Unit, Bethel-Zena Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-26-59	2.06
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 97,909	Federal funds $ 60,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer July 24, 1959

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bethel Section, Project No. S-385(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bethel Section, Project No. S-385(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-385(2)

BETHEL SECTION OF THE

EYERLY CORNER-WEST SALEM ROAD IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code 2010
Roadway (Sta. 10+00 thru equa. 108+34.78 = 85+16.70 to Sta. 95+00)
(Contract No. 5522)

Clearing and Grubbing	All	Required		$ 6,500.00
Drainage Excavation, Unclassified	500	cu. yds.	$2.75	1,375.00
General Excavation, Unclassified	48,800	cu. yds.	.32	15,616.00
Short Overhaul	119,000	yd. stas.	.01	1,190.00
Long Overhaul	13,300	C-yd. stas.	.34	4,522.00
Finishing Roadbed and Slopes	2.06	Miles	850.00	1,751.00
Rounding Cutbanks	3,900	lin. ft.	.18	702.00
12-inch Concrete Pipe	340	lin. ft.	2.20	748.00
18-inch Concrete Pipe	80	lin. ft.	3.85	308.00
24-inch Concrete Pipe	70	lin. ft.	5.50	385.00
48-inch Concrete Pipe	160	lin. ft.	13.30	2,128.00
60-inch Concrete Pipe	14	lin. ft.	30.00	420.00
Salvaging and Reinstalling 60-inch Culvert Pipe	50	lin. ft.	20.00	1,000.00
Class "A" Concrete	70	cu. yds.	80.00	5,600.00
Metal Reinforcement	10,500	lbs.	.13	1,365.00
Coarse Crushed Material in Base	21,000	tons	1.68	35,280.00
3/4" - 0 Material in Base	4,200	tons	1.79	7,518.00
Sprinkling	550	M-gals.	3.50	1,925.00
				$88,333.00
Signing	All	Required		175.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
		Subtotal		$89,008.00
		10% Engr. & Cont.		8,900.80
		Total		$97,908.80

Length of Roadway - - - 2.056 Miles
Cost of Roadway per Mile - $47,621.01

Federal Funds - - - - - - - - - - - - - - - - - - -	$60,500.00
State Funds - - - - - - - - - - - - - - - - - - -	18,704.40
County Funds - - - - - - - - - - - - - - - - - - -	18,704.40
	$97,908.80

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

NOTE: Necessary funds have been deposited by Polk County with the Highway Department.

Form A-130—10M—6-56

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 61109

Date July 9, 1959

Your Req. No.

Billing Request No. co-500

Credit Distribution: 527-1053-297

Polk County
Dallas, Oregon
Attn: County Court

RECEIVED
JUL 1[illegible] 1959

Advance Deposit	$ 20,024.60
Partial transfer county's share total costs of the Bethel Section, FAS 744, covered by agreement dated June, 1959	16,024.60
To be retained	$ 4,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
[illegible]

July 8, 1959

Polk County Court — FAS 193
Courthouse
Dallas, Oregon

NOTED

Gentlemen:

This is to acknowledge receipt of an advance deposit of $32,175 which, together with the refund due the county and being retained by the state of $649.60, makes a total deposit of $32,824.60 in connection with the Buena Vista-Luckiamute River Section of FAS 193 = contract 5521 and the Bethel Section of FAS 744. Contract 5522

Contract No. 5521 has been awarded to D. F. McKenzie for the Buena Vista-Luckiamute River project and Contract No. 5522 has been awarded to S. W. Payne for the Bethel project. A copy of each contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

NOTED
Harold C. Ayers

FILED
C. G. SW[illegible]

Fa 744, Polk Co. ✓

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. S-385(2)

Name of Project Bethel Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project ~~have~~ been secured.

Dated at Dallas, Oregon, this 8th day of July, 1959.

Polk County Court

C M Barnhart
Judge

W Frank Crawford
Commissioner

Allen A Dunn
Commissioner

Warrant No 5952 for $[illegible]
4 Aug [illegible]

Contract 5522 awarded,
See letter dated 7-8-59
[illegible]

FORM E-128-X 12.5M 6-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 16, 1959

Polk County Court
Courthouse
Dallas, Oregon

file

Gentlemen:

On June 16 satisfactory bids were received from D. F. McKenzie of Salem for constructing the Buena Vista-Luckiamute River Section of FAS 193 and from Stanton W. Payne of Eugene for constructing the Bethel Section of FAS 744. As per the agreements between county and state, the following advance deposits are required prior to awarding of a contract:

Buena Vista-Luckiamute River Section

Bid Items	$ 56,411.00
Flagging & Signing	550.00
12-1/2% Engineering & Contingencies	7,120.13
Estimated Total Cost.	$ 64,081.13
Advance Deposit of 20% =	$ 12,800.00

Bethel Section

Bid Items	$ 88,333.00
Flagging & Signing	675.00
12-1/2% Engineering & Contingencies	11,126.00
Estimated Total Cost.	$100,134.00
Advance Deposit of 20% =	$ 20,026.80
Less Refund Due on Falls City Bridge, FAS 560	649.60
Required Cash Deposit =	$ 19,377.20 or say $19,375

Total Required Cash Deposit

Buena Vista-Luckiamute River Section	$ 12,800.00
Bethel Section	19,375.00
TOTAL	$ 32,175.00

Please make these deposits by means of either one or two checks or warrants totaling $32,175 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposits plus one signed copy of each of the enclosed right-of-way certification forms, contracts will be awarded.

Based on the foregoing estimated project costs, Polk County has an unprogrammed balance of fiscal year 1961 FAS funds totaling $52,000 (includes federal, state, and county funds). If you so desire this $52,000 can be programmed against the Luckiamute River Bridge on FAS 560 south of Independence.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Encl - 2

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RECEIVED
AUG 7 - 1959

FOR FILING

S 385(2)

5522

July 8, 1959

Stanton W. Payne
2475 River Road
Eugene, Oregon

Dear Sir:

The State Highway Commission on July 2, 1959 accepted your proposal for grading and stone base on Bethel Section of the Byerly Corner-West Salem County Road, Polk County, for the sum of $88,333 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5522.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

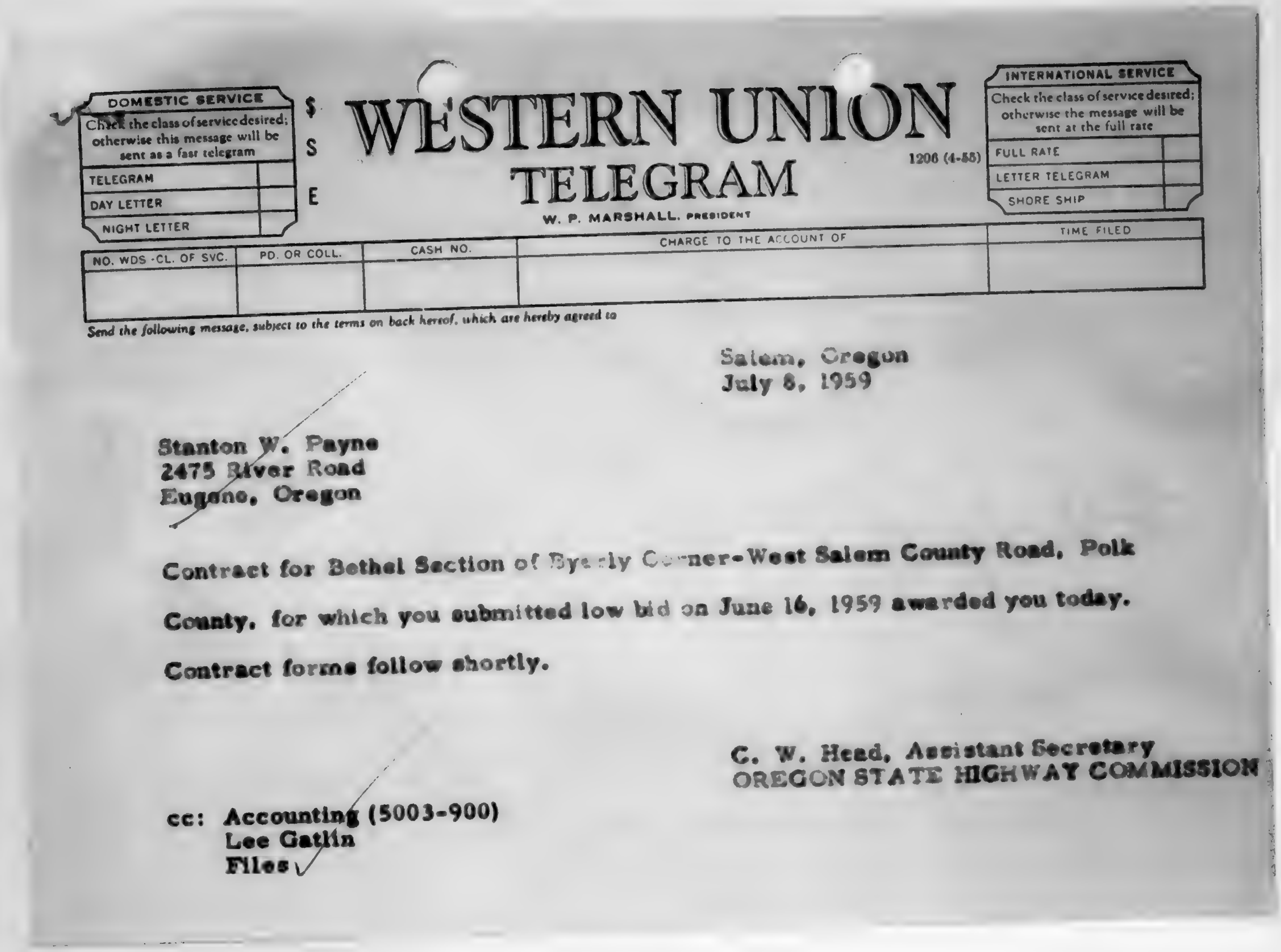
Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

NOTED
J. Mc C.



DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 8, 1959

Stanton W. Payne
2475 River Road
Eugene, Oregon

Contract for Bethel Section of Byerly Corner-West Salem County Road, Polk County, for which you submitted low bid on June 16, 1959 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files ✓

RECEIVED
JUL - 9 1959
FOR FILING

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5522

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1959

To: Mr. R. L. Porter
Office Engineer

SUBJECT: Steer & Spout Creek Culverts
FAS 150 & 151, Lincoln County;
Buena Vista-Luckiamute River Section
FAS 193, Polk County;
Bethel Section
FAS 744, Polk County

Confirming our telephone conversation this date, we have received the required advance deposits and right-of-way certifications from the respective counties in connection with the subject named projects. They are now clear for award of contracts.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUL 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 3 1959
FOR FILING
S.385 (2)

5522

July 2, 1959

Mr. Stanton W. Payne
2475 River Road
Eugene, Oregon

Dear Sir:

The State Highway Commission on July 2, 1959 accepted your bid in the amount of $88,333.00 for grading and stone base on the Bethel Section of the Byerly Corner-West Salem County Road in Polk County which was the low bid received for that job on June 16, 1959. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

ROLLIN E. BOWLES, CHAIRMAN, PORTLAND
J. H. VAN WINKLE, OREGON CITY
KENNETH G. DENMAN, MEDFORD
RALPH T. RENNER, LAKEVIEW
MAX WILSON, JOSEPH

RECEIVED
JUN [illegible] 1959
FOR FILING

[illegible]

5522

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

June 26, 1959

State Highway Engineer
State Highway Department
Salem, Oregon

Attention Mr. G. S. Paxson

Dear Sir:

We have examined the plans for the Bethel Section of the Byerly Corner, West Salem County Road.

It is noted that a 7' x 7' concrete box culvert is to be installed at the Ash Creek crossing.

The plans for this project are satisfactory to this organization.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:ae

cc Edwards
walker

NOTED
G. S. PA[illegible]

JUN 2 9 1959

RECEIVED
JUN 29 1959
FOR FILING

S-385(2)

5522

R

June 25, 1959

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing for the records and files of Polk County one fully executed copy each of two finance agreements between the State Highway Commission and Polk County, one covering the Buena Vista-Luckiamute River Section of FAS 193, and one covering the Bethel Section of FAS 744 in Polk County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
C. W. Head, Assistant Secretary

rn
Enc. 2

RECEIVED
JUN 29 1959
FOR FILING
8-385(2)

5522

Salem, Oregon
June 25, 1959

Finance 7166

FAS Project Agreement
Polk County

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Robert H. Prange
Field Engineer

Attached is a conformed copy of a finance agreement with Polk County covering the Bethel Section of FAS 744 in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Ass't. Secretary

rn
Attach: 1

FORM E-30 50M 11-56 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1959

SUBJECT: FAS Project Agreement
Polk County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Bethel Section of FAS 744. Two copies of the agreement have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

Robert H. Prange
Robert H. Prange
Field Engineer

RHP:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min. Page 37
Floyd Query
Secretary

FORM E-30 50M 6-58 12046

NOTED
C. G. SWENSON

RECEIVED
JUN 1 1959

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1959

SUBJECT: OPTIONS
Bethel-Zena Section
County Road

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

FAS 744
Polk Co.

NOTED
Harold C. Ayers

This is to confirm that we handed John Graham in this office on this date, ten original option forms in quadruplet covering right of way to be acquired in connection with the Bethel-Zena Section, County Road, in Polk County, Oregon. No Statements of Information were furnished. This contract is shceduled for letting on June 16, 1959.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineet the condition, if any, on the transaction.

We also handed Mr. Graham five prints of Map No. 8B-14-17 covering this area and bearing our date of May 26, 1959.

File No.	Name	Area
30117	Fanny Prang Sheilds	1.9 acre
30118	Bethel Institute	0.25 "
30119	Harold Leppin et ux	0.75 "
30120	Cemetery	0.2 "
30121	Louis C. Lynch et ux	5.2 "
30122	Ralph E. Anderson et ux	0.15 "
30123	Julius C. Marx, Jr. et ux	2.66 "
30124	Carl G. Bruce et ux	0.68 "
30125	Arthur R. Dickey et ux	0.21 "
30126	Ora Garver et ux	0.5 "

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AC:jm

cc: E. J. Benner
J. D. Walker

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

May 28, 1959

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Bethel Section of FAS 744 upon which bids will be received June 16.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $102,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than June 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
Harold C. Ayers

NOTED
[illegible]

MEMO TO J. W. NASH
5 11/59

FAS 744, POLK COUNTY ✓

TERMINI: From approximately 0.2 mile west of Bethel School, easterly to Oregon Project S-385(1). (W. Unit, Bethel-Zena Section)

PROPOSED WORK: Grade, drain, and construct two-lane low type surface.

PROJECT LENGTH: 2.06 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$100,000	$60,000	$20,000	$20,000 (County)

EXISTING FACILITY:
ROADWAY: Light gravel wearing surface 22' wide on 30' wide roadway. Some substandard grade and alignment.
STRUCTURES: None

ADJACENT SECTIONS:
WEST END: 16' oil mat wearing surface with 8' shoulders.
EAST END: Under construction Oregon Project S-385(1).

PROJECT DATA: Grade and drain to an improved grade and alignment and construct stone base and wearing surface 28' ± in width. Polk County will construct a type 0-11 oil mat wearing surface 20' in width with 4' shoulders to approved highway standards without federal cooperation.

ROW WIDTH:	60' Minimum
MINIMUM DESIGN STANDARDS:	No Exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None Required
PUBLIC HEARING:	None Required
UNUSUAL OR COMPLICATED SITUATIONS:	None

Route data submitted under Oregon Project S-385(1).

JFH:cg

NOTED
Harold C. Ayers

May 11, 1959
Salem, Oregon

NOTED
V. R. JONES

W. Unit, Bethel-Zena Section
FAS 744
Polk County

Mr. Tom Edwards
OFFICE

NOTED
[illegible]

The field data for the subject named county FAS project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The division office advises that the field estimate (includes 20% engineering and contingencies) is $113,000. There are sufficient unprogrammed FAS funds available to Polk County to make the difference between the $85,000 initially programmed and the presently estimated cost.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

cc: V. G. O'Neil
F. Hall
Vic Wolfe

NOTED
C. G. SWENSON

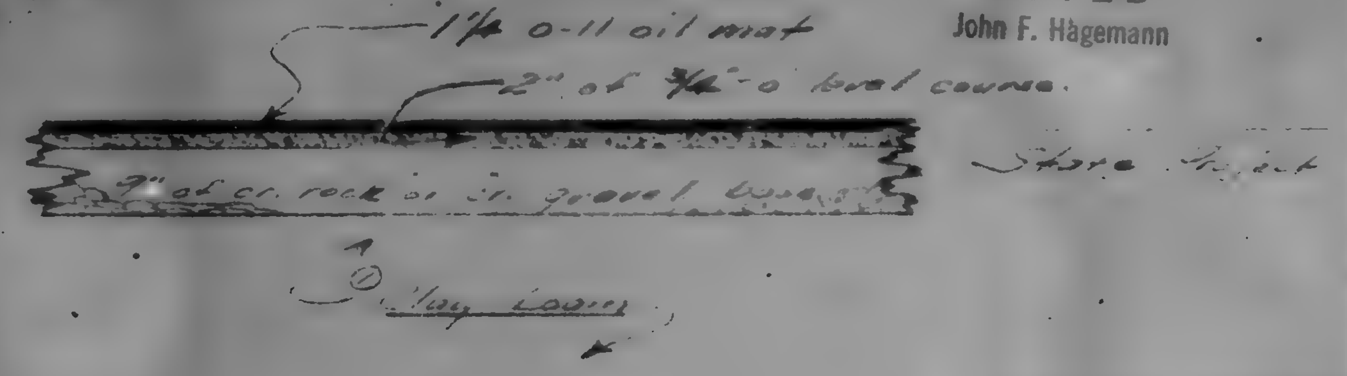
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

...ation West Unit Bethel-Zena Highway F.A.S. 744 County Polk Prefix S27-[illegible]
...Engr. A. Slicky Approx. Length of Project 2.1 Miles. Sta. ________ to Sta. ________ Date 3-20-5[illegible]

TYPICAL SECTIONS Traffic Classif. - Light

NOTED
John F. Hagemann

NOTED



① Typical Soil
31 LL
9 PI
[illegible] % P 200
[illegible] % Silt
[illegible] % Clay
9 "R" value

Note
County to [illegible]

RECEIVED
MAR 25 1959
ENGINEER
CONST. & SPEC. RELATIONS

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Wear: New Work

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for

...e Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [illegible]
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

NOTED
V R. JONES

NOTED
John F. Hagerman

LOCATION PROSPECTUS
WEST UNIT, BETHEL-ZENA SECTION
FAS 744 - POLK COUNTY

The following prospectus is submitted regarding the West Unit of the Bethel-Zena Section of FAS 744 in Polk County. The westerly terminus is 0.2 mile northwesterly of Bethel School. The easterly terminus is 1.9 miles southeasterly of Bethel School. The overall length of the project is 2.1 miles.

This will be a location survey for preparing plans and estimates for grading and surfacing. The general route is the existing highway. There are no towns involved.

Reconnaissance is not necessary. Routine soils investigation will be required. There are no special drainage problems. An economic analysis is not necessary at this time.

The present (1957) ADT is 200 and the projected (1975) ADT is 400. This will be a Class "E-45" highway with a maximum grade of 6 per cent and a maximum curvature of 12 degrees. The typical section will consist of a 20-foot oil mat traveled way with 4-foot shoulders. The tentative base design by G. L. Decker is:

0-11 Oil Mat	1¼"	(to be laid by County)
Base Rock	9 "	
3/4"-0 Level	2 "	
Total	12¼"	

This will be an unrestricted access facility with two at-grade intersections which will not require channelization. There are no railroad crossings or bridges.

Surfacing materials are available from local commercial sources.

An agreement with Polk County will be required.

There are no State Parks affected by this project.

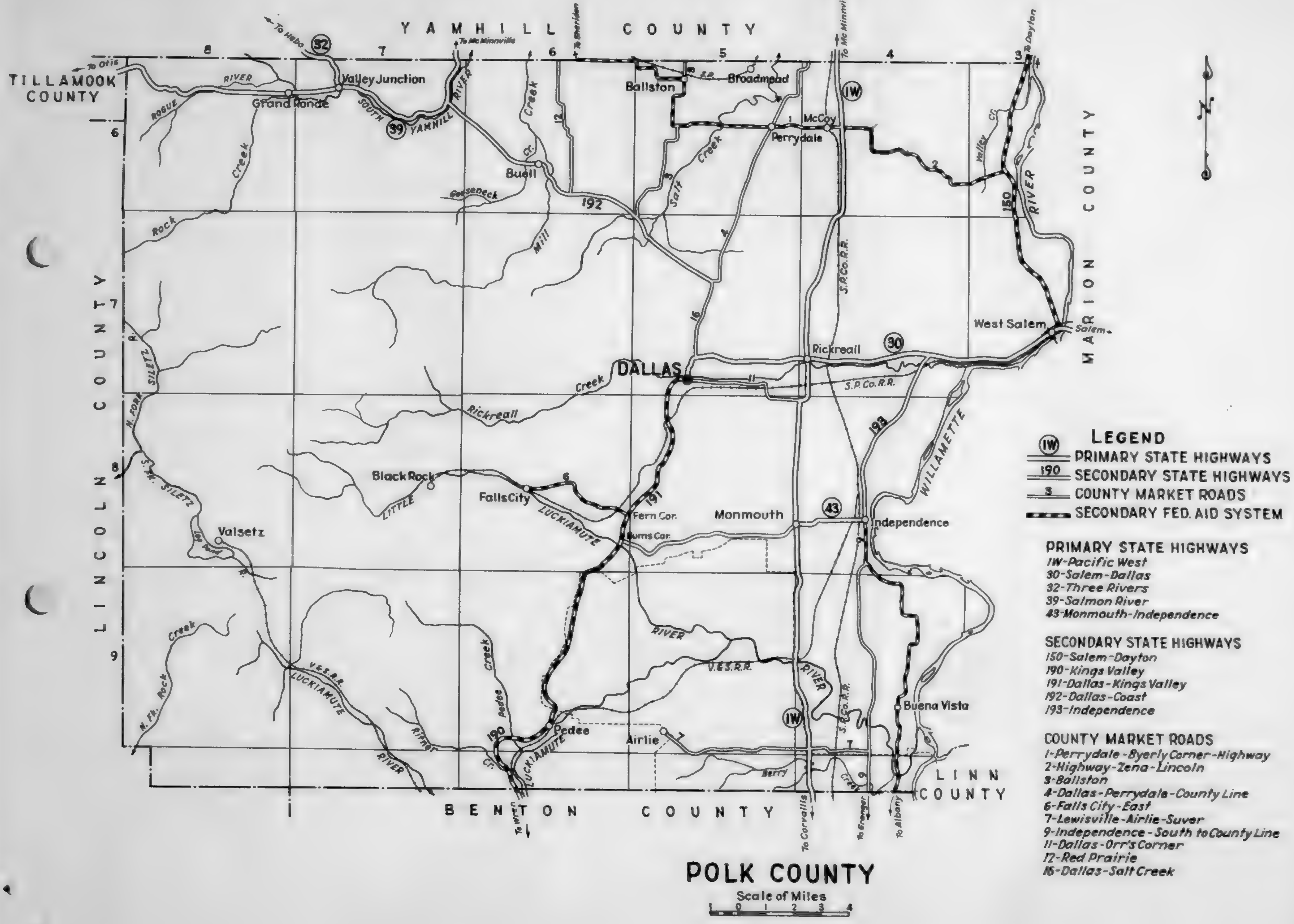
December 16, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Alfred Shirley
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant ✓
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
DEC 19 1958

NOTED



YAMHILL COUNTY
TILLAMOOK COUNTY
LINCOLN COUNTY
BENTON COUNTY
LINN COUNTY
MARION COUNTY
To Otis
To Hebo
To McMinnville
To Sheridan
To McMinnville
To Dayton
To Wren
To Corvallis
To Granger
To Albany
Salem
Grand Ronde
Valley Junction
Buell
Ballston
Broadmead
Perrydale
McCoy
West Salem
Rickreall
DALLAS
Black Rock
Falls City
Fern Cor.
Burns Cor.
Monmouth
Independence
Valsetz
Pedee
Airlie
Buena Vista
ROGUE RIVER
SOUTH YAMHILL RIVER
Rock Creek
Gooseneck
Mill Cr.
Salt Creek
Valley Cr.
RIVER
N. FORK SILETZ R.
S. FK. SILETZ
Rickreall Creek
LITTLE LUCKIAMUTE
LUCKIAMUTE RIVER
V.E.S.R.R.
N. Fk. Rock Creek
Ritner Cr.
Pedee Creek
Berry Creek
WILLAMETTE
S.P.Co.R.R.
1W
30
32
39
43
150
190
191
192
193
1
2
3
4
6
7
9
11
12
16
LEGEND
1W PRIMARY STATE HIGHWAYS
190 SECONDARY STATE HIGHWAYS
3 COUNTY MARKET ROADS
SECONDARY FED. AID SYSTEM
PRIMARY STATE HIGHWAYS
1W-Pacific West
30-Salem-Dallas
32-Three Rivers
39-Salmon River
43-Monmouth-Independence
SECONDARY STATE HIGHWAYS
150-Salem-Dayton
190-Kings Valley
191-Dallas-Kings Valley
192-Dallas-Coast
193-Independence
COUNTY MARKET ROADS
1-Perrydale-Byerly Corner-Highway
2-Highway-Zena-Lincoln
3-Ballston
4-Dallas-Perrydale-County Line
6-Falls City-East
7-Lewisville-Airlie-Suver
9-Independence-South to County Line
11-Dallas-Orr's Corner
12-Red Prairie
16-Dallas-Salt Creek
N
Scale of Miles
1 0 1 2 3 4

POLK COUNTY

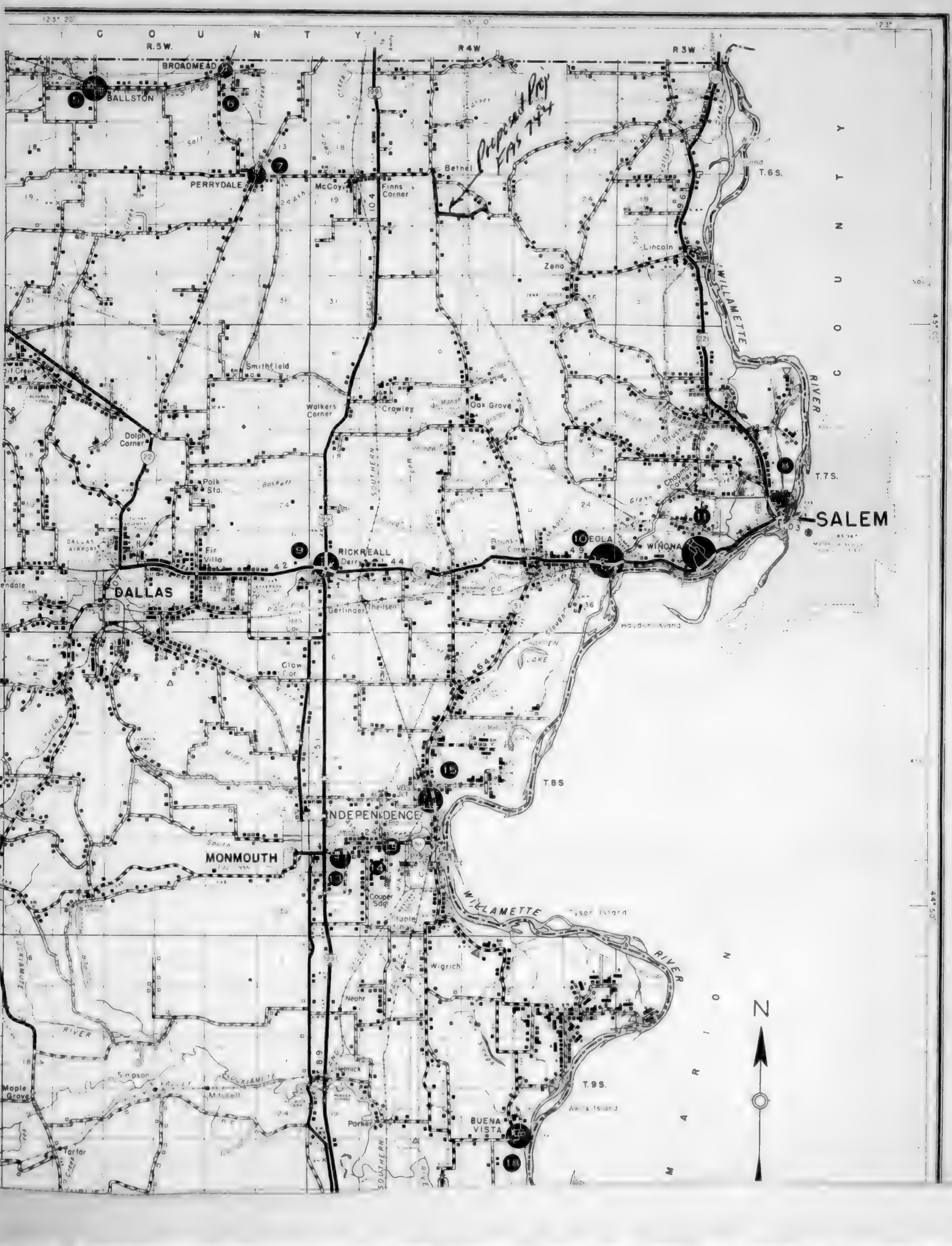
POLK COUNTY
PROPOSED PROJECT

FAS 744 - West Unit, Bethel-Zena Section, 2 miles, $85,000. This section extends from the existing oil mat wearing surface at Bethel southerly and easterly to the west end of Oregon Project S-385(1), Bethel-Zena Section, presently under contract.

The proposed project is to grade, drain, and place base and leveling course to a finished roadway width of 28' as was done under Oregon Project S-385(1). Polk County will place a 20' wide oil mat wearing surface with 4' shoulders after completion of the project.

Funds in addition to the $85,000 shown above are available if required.

58-g 10/23/58: Comm approved
10/3/58



Proposed Proj FAS 744

COUNTY
R.5W.
R4W
R3W
123° 20'
123° 0'
123°
BROADMEAD
BALLSTON
PERRYDALE
McCoy
Finns Corner
Bethel
Lincoln
Zena
T.6S.
T.7S.
T.8S.
T.9S.
WILLAMETTE
RIVER
Smithfield
Walkers Corner
Crowley
Oak Grove
Dolph Corner
Polk Sta.
Dallas Airport
Fir Villa
RICKREALL
Derry
DALLAS
Gerlinger
Theilsen
Clow Cor.
EOLA
WINONA
SALEM
Brush College
Chapman Corner
Glenn Creek
Hayden Island
INDEPENDENCE
MONMOUTH
Cooper Sdg.
Wigrich
Neahr
Helmick
Parker
Simpson
Mitchell
LUCKIAMUTE
RIVER
Maple Grove
Tartar
BUENA VISTA
Wells Island
MARION
COUNTY
N
45° 00'
44° 50'
SOUTHERN PACIFIC
99
22
51

S-105(4)	Steer Cr. & Spout Cr.	1959
S-425(1)	Culverts
#5523

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
H. S. COX

NOTED
C. G SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/23/60	cc-618		521-1056-377

Contract 5523
S-105(4) &
S-425(1)

Lincoln County
Newport, Oregon

Attn: I. N. Huddleston, County Engineer

INVOICE NUMBER 65389

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Steer Creek and Spout Creek Culverts, FAS 150 and 151, covered by agreement dated July 2, 1959			
Original advance deposit	$4,715.61		
less amount previously transferred	3,715.61		$1,000.00
County share costs as per attached statement	$4,084.73		
less amount previously transferred	3,715.61		369.12
			$ 630.88
To be refunded			

RECEIVED
[illegible] 1960
COU[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..........

By ....

A 150X (REVISED 5-60)

June 23, 1960

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Final costs are now available for the Steer Creek and Spout Creek Culverts, Contract #5523, on FAS 150 and 151, as shown in the attached cost statement. In accordance with an agreement dated July 2, 1959, a refund of $630.88 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

October 23, 1959

NOTED
V. R. JONES

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5523, Steer Creek and Spout Creek Culverts Section of FAS 150 and 151, was completed on September 29, 1959.

Under the terms of the construction agreement dated July 2, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:mm

A

RECEIVED
APR 20 1960
FOR FILING

X 105(4)
S 425(1)
5523

April 29, 1960

Fireman's Fund Insurance Company
3333 California Street
San Francisco
California

Gentlemen:

You are hereby notified that a post-final payment will be made to James F. Turner on contract #5523 for construction of box culverts on Steer Creek and Spout Creek on the Siletz-Logsden-Nashville Road and Burnt Woods-Harlan Road in Lincoln County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $18,637.50, including the post-final payment of $796.58. There was no force account work performed in connection with this contract.

Very truly yours,

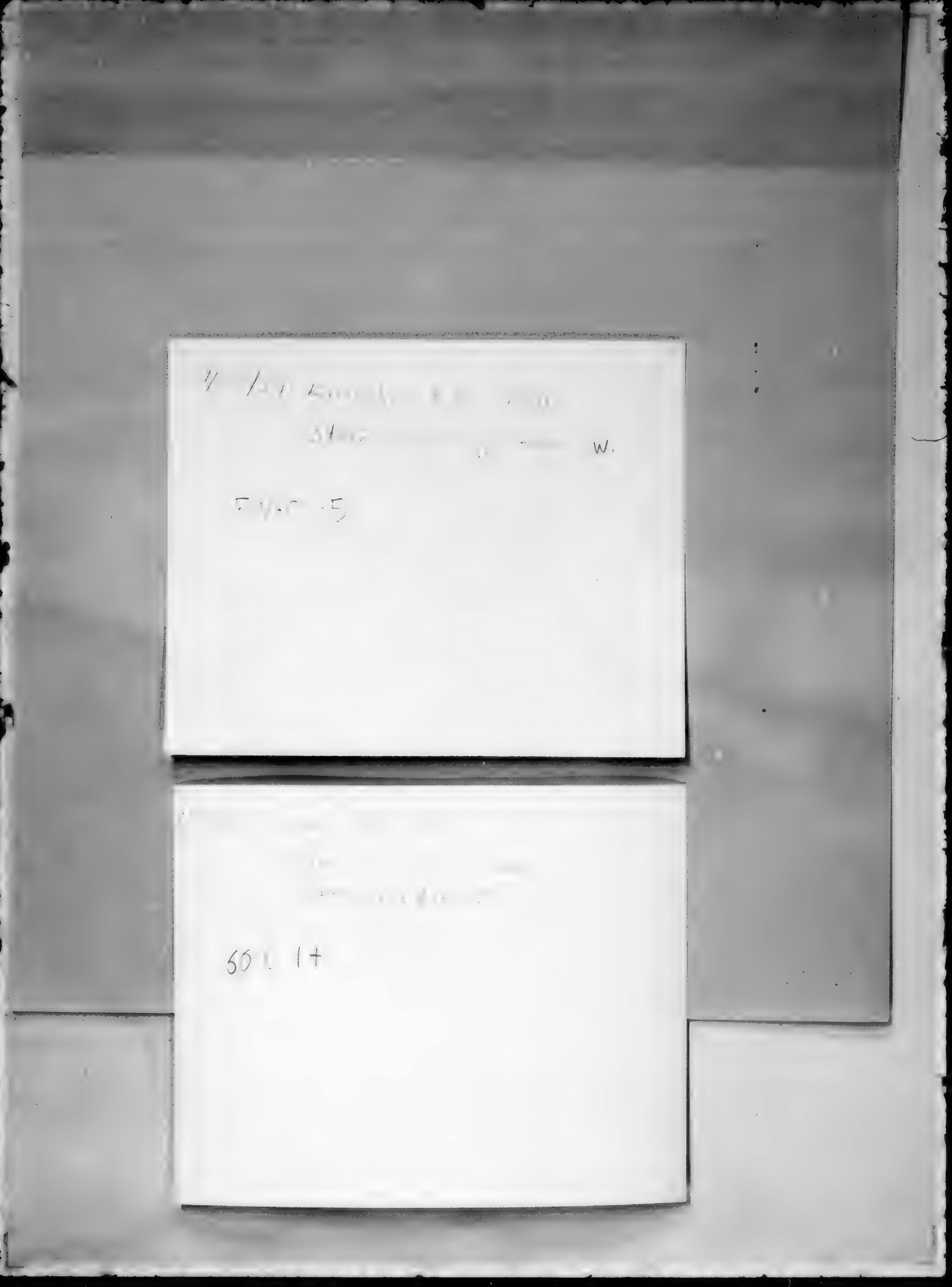
Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Fireman's Fund Insurance Company
Bates & Bates
320 South 3rd
Corvallis, Oregon

60C14

59-C-5



[illegible]

[illegible] W.

[illegible] 5

[illegible]

65 . 14

Steer Cr Bridge
FAS 150

1959 & 1960

RECEIVED
JAN - 6 1960
FOR FILING

S 165 (4)
S 493 ( )
[illegible]

A

January 5, 1960

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

Gentlemen:

State Highway contract #5523 for construction of the Steer Creek and Spout Creek Culverts on the Siletz-Logsden-Nashville Road and Burnt Woods-Harlan Road in Lincoln County was completed by the contractor, James F. Turner, on September 29, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $535.23 will be released to the contractor on or after January 15, 1960. The total contract amount is $17,840.92, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Fireman's Fund Insurance Co.,
Bates & Bates
320 South 3rd
Corvallis, Oregon

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DEC -1 1959
FOR FILING

[illegible]
[illegible]
[illegible]

November 27, 1959

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to James F. Turner on contract #5523 for construction of box culverts on Steer Creek and Spout Creek on the Siletz-Logsden-Nashville Road and Burnt Woods-Harlan Road in Lincoln County.

This payment, in the amount of $836.06, will be released to contractor on or after December 7, 1959. The retained percentage is $535.23.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Bates & Bates
320 South 3rd
Corvallis, Oregon

RECEIVED
OCT 23 1959
FOR FILING

3-2(4)
[illegible]
5523

October 22, 1959

Fireman's Fund Insurance Company
401 California Street
San Francisco 20
California

Gentlemen:

It is the intention of the State Highway Commission to release to James F. Turner, a portion of the funds heretofore retained by the Commission on contract #5523 for construction of box culverts on Steer Creek and Spout Creek on the Siletz-Logsden-Nashville Road and the Burnt Woods-Harlan Road in Lincoln County.

This payment, in the amount of $5,057.63, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $509.37. The present payment will be released on or after November 2, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Bates & Bates
320 South 3rd
Corvallis, Oregon

RECEIVED
OCT - 9 1959
FOR FILING
S 105(4)
S 425(1)
5523

A

October 9, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1959, on Contract No. 5523, Steer Creek and Spout Creek Culverts Section, in Lincoln County, in connection with Federal Aid Project Nos. S-105(4) and S-425(1)

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

Form E-1—(Rev.)—10M—2-50

S 175(4)
S 425(1)
55-3

521-1054

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1959

Section Steer Creek and Spout Creek Culverts

Highway ~~Siletz-Logsden-Nashville &~~ Burnt Woods-Harlan County Lincoln

Contractor James F. Turner

Date of contract July 8, 1959

Date work started July 20, 1959

Project authorization $ 23,591.25

Exclusive of engineering $ 21,913.65

Kind of work Box Culverts

Section prefix 521-1054

Contract number 5523

Specified work days 40

Work days used 39

Per cent of time elapsed 97.5 %

Estimated cost of completed project, exclusive of engineering $ 20,000

Estimated per cent ~~overrun~~ or underrun ~~XXXX~~ (8.7) %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,677.60

Engineering cost to date $ 612.35, 36.5 %

Date project was completed September 29, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
			100			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked Monday and Tuesday doing minor finishing and clean-up work, completing project on Tuesday, Sept. 29,.

PROJECT IS COMPLETE AND READY FOR INSPECTION.

CONSTRUCTION DIVISION
RECEIVED
OCT 5 1959
NOTED CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Wendell E. Schwartz

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Class A. Conc.

	[illegible]	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	220				
Total quantities corrected to date	206				
Estimated quantities moved or placed to date	206				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	lt. showers		
Tuesday	lt. showers		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday			

A

RECEIVED
AUG 20 1959
FOR FILING

S-105(4)
S-425(1)
5523

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1959

Mr. James F. Turner
3055 Taylor Street
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5523, awarded July 8, 1959, for box culverts on Steer Creek and Spout Creek on the Siletz-Logsden-Nashville Road and Burnt Woods-Harlan Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
AUG 4 - 1959
FOR FILING

S105(4)
S425(1)
5523

August 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started July 29, 1959, on Contract No. 5523, Steer Creek and Spout Creek Culverts Section, Lincoln County, in connection with Federal Aid Project Nos. S-105(4) and S-425(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

5523

Monthly Transaction No. JUL 27 7-1192	Fo -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S-105(4) X-425 3(1)	**FEDERAL-AID PROJECT AGREEMENT** 7-24-59	County **Lincoln**
		Project No. **S-105(4)**

5523 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Steer Creek Culvert approximately 6.3 miles east of Logsden

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 8,982	$ 5,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 24, 1959**

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Steer Creek Culvert, Project No. S-105(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Steer Creek Culvert, Project No. S-105(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:or

Oregon State Highway Department

Federal Aid Secondary
Project No. S-105(4)

STEER CREEK CULVERT ON THE SILETZ-LOGSDEN-

NASHVILLE ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code Y007
Box Culvert (Sta. 10+28)(Contract No. 5[illegible]23)

Drainage Excavation, Unclassified	40 cu. yds.	$ 12.00	$ 480.00
General Excavation, Unclassified	50 cu. yds.	12.00	600.00
Class "A" Concrete	90 cu. yds.	58.50	5,265.00
Metal Reinforcement	13,000 lbs.	0.14	1,820.00
		Subtotal	$ 8,165.00
		10% Engr. & Cont.	816.50
		Total	$ 8,981.50

Length of Structure - - - - - - - - - - - 0.000 Mile

Federal Funds -	$ 5,500.00
State Funds -	1,740.75
County Funds- -	1,740.75
	$ 8,981.50

Federal Funds for Const: Chap. 175, Laws 1917; Chap 31, Laws 1920;
Chap. 529, Laws 1939

Federal Funds for Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Lincoln County with the Highway Department.

Contract 5523 24 54

Monthly Transaction No. RECEIVED JUL 27 19 7-126	Fo -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Lincoln**
Project Report No. 3 S 103(4)	**FEDERAL-AID PROJECT AGREEMENT** 7-24-59	Project No. **S-425(1)**

S 425(1)
5522

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Spout Creek Culvert (approximately 1.8 miles north of Harlan)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 14,086	Federal funds $ 8,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 24, 1959

USComm-DC 40257

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Spout Creek Culvert, Project No. S-425(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

R. L. Porter
Office Engineer

July 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Spout Creek Culvert, Project No. S-425(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid Secondary
Project No. S-425(1)

SPOUT CREEK CULVERT ON THE BURNT WOODS-HARLAN ROAD

IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1959

Type Code X007
Box Culvert (Sta. 0+28)(Contract No. 5523)

Drainage Excavation, Unclassified	40	cu.yds.	$12.00	$ 480.00
General Excavation, Unclassified	160	cu.yds.	12.00	1,920.00
Class "A" Concrete	130	cu.yds.	58.50	7,605.00
Metal Reinforcement	20,000	lbs.	.14	2,800.00
		Subtotal		$12,805.00
		10% Engr. & Cont.		1,280.50
		Total		$14,085.50

Length of Structure. . . . . 0.000 mile

Federal Funds.	$ 8,700.00
State Funds.	2,692.75
County Funds	2,692.75
	$14,085.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Lincoln County with the Highway Department.

Form A-150—10M—6-38

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
JUL 1 1959

Invoice No. 61106

Date July 9, 1959

Your Req. No.

Billing Request No. co-498

Credit Distribution: 521-1054-297

Lincoln County
Newport, Oregon

Attn: County Court

Advance Deposit	$4,715.61
Partial transfer county's share total cost of the Steer and Spout Creek Bridges, FAS 150 and 151, covered by agreement dated July, 1959	3,715.61
To be retained	$1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By...

State Printing 13107

RECEIVED
JUL 14 1959
FOR FILING

S105(4)
S425(1)
55[illegible]

[illegible] #-7.

Salem, Oregon
July 9, 1959

Finance Agreement, Lincoln County
Steer Creek & Spout Creek Culverts
FAS 150 & 151

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Lincoln County covering the Steer Creek & Spout Creek culverts on FAS 150 & 151.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

C.W. Head
Assistant Secretary

rn
Attach: 1

FORM E-30 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 25, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Lincoln County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Steer Creek and Spout Creek Culverts on FAS 150 and 151 respectively. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on January 22, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-59 Min. Page 23
C. H. Head
Asst. Secretary

A

RECEIVED
JUL 13 1959

FOR FILING

S.165(4)
S.425(1)
5323

July 9, 1959

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County a fully executed copy of a Finance Agreement between the State Highway Commission and Lincoln County covering the Steer Creek and Spout Creek Culverts on FAS 150 and 151.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________
C. W. Head, Assistant Secretary

rn
Enc.

A

RECEIVED
AUG 7 - 1959

FOR FILING

S-105 (4)
S-435 (1)
5523

July 8, 1959

James F. Turner
3055 Taylor Street
Corvallis, Oregon

Dear Mr. Turner:

The State Highway Commission on July 2, 1959 accepted your proposal for the Steer Creek and Spout Creek Culverts on the Siletz-Logsdon-Nashville and Burt Woods-Harlan Roads, Lincoln County, for the sum of $20,970, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5523.

Contract forms are now being prepared in this office and will be mailed to lyou shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
G. W. Head, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

July 8, 1959
Salem, Oregon

James F. Turner
3055 Taylor Street
Corvallis, Oregon

Contract for Steer Creek and Spout Creek Culverts on Siletz-Logsdon-Nashville and Burt Woods-Harlan Roads, Lincoln County, for which you submitted low bid on July 1, 1959 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
[illegible]

July 3, 1959

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,940 which, together with the county refund being retained of $775.61, makes a total deposit of $4,715.61 in connection with the Steer and Spout Creek Culverts on FAS 150 and 151. Contract No. 5523 has been awarded to James F. Turner for construction of these culverts and a copy of the contract will be forwarded as soon as available.

One copy of the right-of-way certificate for these culverts is being returned for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Office of the County Court
Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN
Newport, Oregon

July 7th, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention County & City Relations Division:

Dear Sirs:

We are returning the certification that the necessary right of way has been acquired on the Steer and Spout Creek Culvert projects, signed and approved by the County Court.

Also the County warrant in the amount of $3,940.00 to cover the County's deposit.

Very truly yours,

Lincoln County Court's Office
By Virginia Myers Sec.

2-Encl.

RECEIVED
JUL 1959
ONS

[illegible]

[illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. S-105(4) & S-425(1)

Name of Project Steer and Spout Creek Culverts

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at Newport, Oregon, this 2nd day of July, 1959.

Lincoln County Court

Robert Moore
Judge

Mike Miller
Commissioner

David S. Moffitt
Commissioner

A

RECEIVED
JUL - 9 1959
FOR FILING

FORM E-30X
S 105(1)
[illegible](1)
5553

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1959

SUBJECT: Steer & Spout Creek Culverts
FAS 150 & 151, Lincoln County;
Buena Vista-Luckiamute River Section
FAS 193, Polk County;
Bethel Section
FAS 744, Polk County

To:
Mr. R. L. Porter
Office Engineer

Confirming out telephone conversation this date, we have received the required advance deposits and right-of-way certifications from the respective counties in connection with the subject named projects. They are now clear for award of contracts.

/s/ John F. Hagemann

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN
Newport, Oregon

N ED
Harold C. Ayers

NOTED

July 3, 1959

RECEIVED
JUL 6 1959

Mr. John Hagerman
County and City Relation Engineer
Oregon State Highway Department
Salem, Oregon

Dear John:

Swenson will probably be gone when you receive the check and Right of Way certification from the court. The Right of Way we needed from the State of Oregon was for a proposed road alignment change by the County and does not concern the culvert construction. There is a dispute between a private surveyor and the B. L. M. as to the location of the corner to which we would like to make the tie. At first we were leaning towards the private surveyor but I talked to Tom Tillman and naturally he leans toward his own survey. However I can meet the new alignment and stay within my present Right of Way. I believe I will do that until the survey is straigntened out.

Sincerely yours,

I M Huddleston
I, M. Huddleston

MH:nm

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

NOTED
[illegible]

July 2, 1959

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
V. R. JONES

Gentlemen:

On July 1 a satisfactory bid was received from James F. Turner of Corvallis for constructing Steer and Spout Creek culverts on FAS 150 and 151. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$20,970.00
12-1/2% Engineering & Contingencies	2,621.25
Estimated Total Cost.	$23,591.25
County Advance Deposit of 20% =	$ 4,718.25
Less Refund Due County on Big Elk Creek Bridge, FAS 584	775.61
Cash Deposit Required	$ 3,942.64 or say $3,940

Please make this deposit by means of a check or warrant in the amount of $3,940 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and one signed copy of the enclosed right-of-way certificate, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

3940.00
775.61
4715.61

Deposit [illegible] 1959
Cert 5523 521-1054

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

June 25, 1959
Salem, Oregon

NOTED
Harold C. Ayers

FAS Project Agreement
Lincoln County

Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Steer Creek and Spout Creek Culverts on FAS 150 and 151 respectively. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on January 22, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:eg

Att.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

June 17, 1959

NOTED
Harold C. Ayers

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Steer Creek and Spout Creek Culverts on FAS 150 and 151. It was originally planned to take bids on this project on July 1; however, the Highway Commission has since decided to postpone all bid openings until the strike situation has stabilized. You will be advised as soon as a new date has been set.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $20,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records. The bid opening and completion dates shown in the specifications will be revised as soon as the new bid opening date has been determined.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than June 30.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

RECEIVED
MAY 29 1959
FOR FILING
S105(4)
S-425(1)
5523

May 29, 1959

Fish Commission of Oregon
307 State Office Building
Portland, Oregon

Oregon State Game Commission
P. O. Box 4136
Portland 8, Oregon

Gentlemen:

Herewith plans for two culverts which are proposed on county roads in Lincoln County, one of these being a 10' x 10' culvert carrying Spout Creek under the county road approximately 1.7 miles from Harlan, the other being a double 8' x 7' culvert carrying Steer Creek under the county road between Logsden and Nashville.

I would appreciate your examination of these plans and any comments you may have as to interference with the migration of fish.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

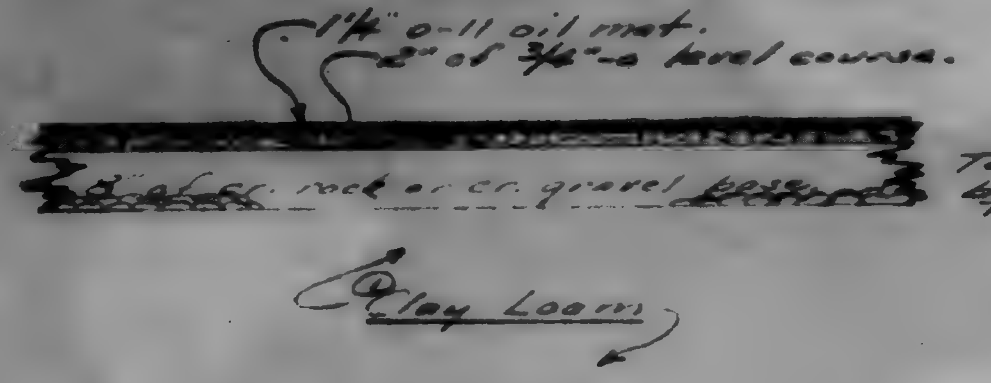
NOTED
C. G SWENSON

tion Steer Creek Bridge Highway F.A.S. 150 ✓ County Lincoln ✓ Profile 521-1477

Engr. W.E. Schwartz Length of Project ____ Miles. Sta. ________ to Sta. ________ Date 4-22-59

TYPICAL SECTIONS Traffic Classif. - Medium (Possible Log Traffic)

o be constructed
by the County.



To be constructed
by the County

① Typical Soil

37 LL
7 PI
74 % P.200
35 % Silt
27 % Clay
33 R-Value

NOTED
V. R. JONES

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			1¼ 2 8
11			11¼

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Oakes
Soils Assistant
[redacted]

Recommended by C. J. Hagem
Asst. Engineer of Materials

Recommended by Stewart
Construction Engineer

Approved by
Deputy State Highway Engineer

NOTED
C. G SWENSON

MEMO TO J. W. NASH
3/30/59

FAS 150, LINCOLN COUNTY ✓

TERMINI: Structure at Steer Creek approximately 6.3 miles east of Logsden. (Steer Creek Drainage Structure)

PROPOSED WORK: Construct a double 8'X7' R.C.B.C.

PROJECT LENGTH: --

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$10,000	$6,000	$2,000	$2,000 (County)

EXISTING FACILITY: Log span 44' long, H.C. 17'2". Deteriorated condition. No substandard grade or alignment.

ADJACENT SECTIONS: 18' gravel wearing surface on 20' roadway.

PROJECT DATA: Construct a double 8'X7' reinforced concrete box culvert on the same site as the existing bridge. Lincoln County will construct to approved highway standards the roadway through a 30' wide crushed rock wearing surface without federal cooperation.

ROW WIDTH:	50' minimum.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

Route data submitted under Oregon Projects S-105(1), S-105(2), and DS-105(3).

JFH:mm

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
3/30/59

FAS 151, LINCOLN COUNTY

TERMINI: Structure at Spout Creek approximately 1.8 miles north of Harlan (southerly terminus of FAS 151). (Spout Creek Drainage Structure).

PROPOSED WORK: Construct a 10' X 8' R.C.B.C.

PROJECT LENGTH: ---

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$8,000	$4,800	$1,600	$1,600 (County)

EXISTING FACILITY: Log span 36' long, H.C.-15' - 2". Deteriorated condition. No substandard grade or alignment.

ADJACENT SECTIONS: 20' crushed rock wearing surface on 24' roadway.

PROJECT DATA: Construct a 10' X 8' R.C.B.C. on same site as existing bridge. Lincoln County will construct to approved highway standards roadway through a 30' wide crushed rock wearing surface without federal cooperation.

ROW WIDTH:	60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 151 serves as a log and lumber haul route, gives access to the community of Harlan, and is a mail and school bus route.

JFH:cg

NOTED
Harold C. Ayers

Salem, Oregon
January 30, 1959

Lincoln County FAS Project
FAS 151

Mr. Tom Edwards
OFFICE

NOTED
V. R JONES

NOTED
John F. Hagemann

On January 22 the Highway Commission approved certain county FAS projects among which was one described as the Johnson Creek Bridge on FAS 151 in Lincoln County. It has since been determined that this should be called the Spout Creek Bridge. All other data is correct as described in the tabulation approved by the Highway Commission.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: G. S. Paxson
Ivan Merchant
Jay Barbee
Vic Wolfe
V. G. O'Neil
J. D. Walker

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
[illegible]

January 30, 1959

NOTED
JONES

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
[illegible]

Gentlemen:

It has recently come to our attention that the county FAS bridge project on FAS 151 in Lincoln County was incorrectly called Johnson Creek rather than Spout Creek which is correct. Please change the tabulation recently forwarded to you accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
Harold C. Ayers

NOTED
[illegible]

January 22, 1959

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
V. R. JONES

FAS 150

NOTED
John F. Hagemann

Gentlemen:

On January 22 the Highway Commission approved the Lincoln County FAS projects as described in the attached tabulation which is believed to conform with the county's request.

Vicinity maps for design of these bridges will be made under the supervision of our division office with headquarters in Salem.

Our Bridge Division has been requested to determine the condition of the Little Elk Creek Bridge on FAS 584 (Elk City Road) and our Soils Division has been requested to make a soils survey to determine the base design which would be required to improve the Burnt Woods-Harlan Road, FAS 151, through an oil mat wearing surface. You will be advised of the results of these studies as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 59-a

PROPOSED PROJECTS
LINCOLN COUNTY

FAS 150 - Steer Creek Bridge, $20,000. This bridge is located approximately 6.3 miles east of Logsden and carries highway department bridge inventory number 12112.

The proposed project is to replace the existing 44' long log bridge with a new structure having a roadway width of 24'. The FAS project will be for the structure only with required road approaches to be constructed by Lincoln County.

FAS 151 - Spout Johnson Creek Bridge, $15,000. This bridge is located approximately 1.75 miles north of Harlan and carries highway department bridge inventory number 12136.

The proposed project is to replace the existing 36' long log bridge with a new bridge or, if possible, a culvert. If a bridge is required the roadway width should be 26' and the project confined to the structure only.

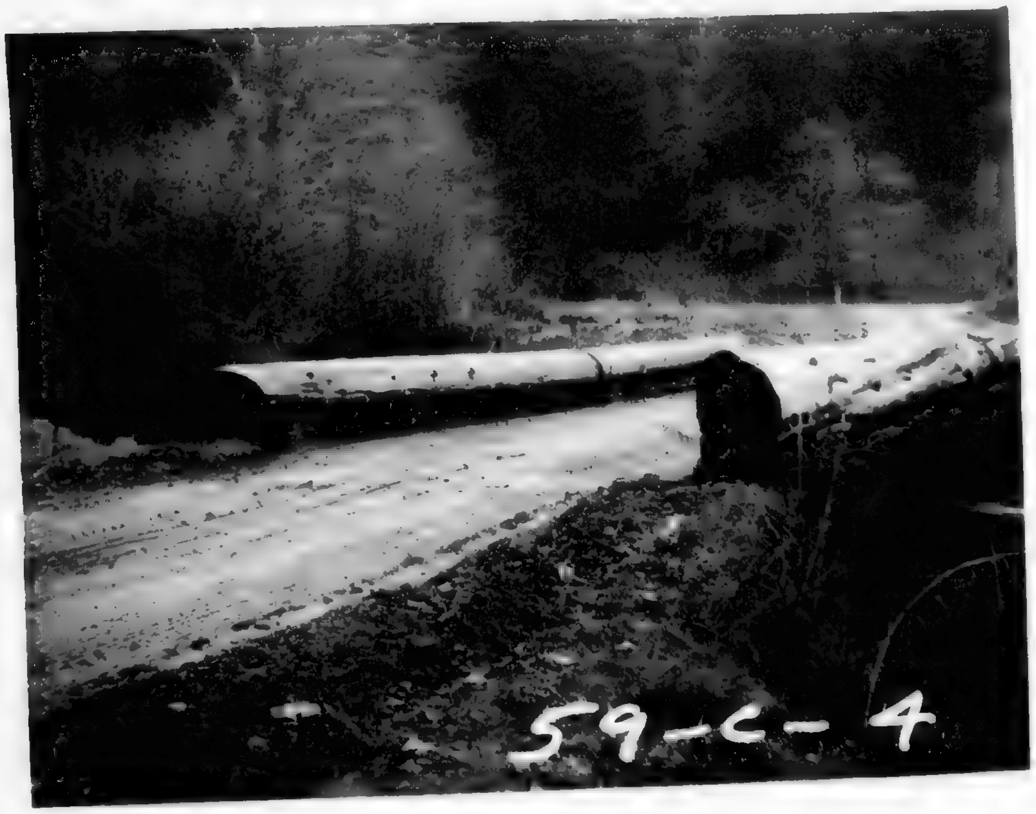
Funds in addition to the amounts programmed above are available if required.

FAS 151 County Lincoln Contract No.

Section [illegible]

Location [illegible]

12-6/59



313-1704 Burns (N. Birch Ave. & 1959
Riverside Dr.) Stone base
#5524 & Oiling

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER	65877
CREDIT DISTRIBUTION	[illegible] NOTED V. R. JONES

DATE	BILLING REQ. NO.	YOUR ORDER NO.
[illegible]	[illegible]	

[illegible]
[illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

NOTED
Harold C. Avers

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]			[illegible]
[illegible]	[illegible]		
[illegible]	[illegible]		
[illegible]		[illegible]	
[illegible]		[illegible]	

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received With Request $ ______
By ______

NOTED
C. G. SWENSON

A 150X (REVISED 12-59)

NOTED
C. G. SWENSON

February 16, 1960

Mr. George P. Hughet
City Recorder
City Hall
Burns, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Dear Mr. Hughet:

Final costs are now available on the Special City Allotment project on Riverside Drive. The enclosed statement of final costs shows units used and cost per unit. As you will see, a refund of $1,784.09 is due the City, and a check in this amount will be forwarded to you by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Encl.

Form A-181—10M—

REGON STATE HIGHWAY DEPARTMEN

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
G. SWENSON

Address invoice to:
City of Burns
Burns, Oregon

Attention of George P. Hughet, City Recorder

Request No. (assigned by staff engineer or head of division) cc-586

Date 2/15/60

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

NOTED
Harold C. Ayers

Final billing: City's share of cost of Riverside Drive basing and oiling project. Covered by agreement dated 3/23/59.

NOTED
John F. Hagemann

Itemized Statement:

CITY ADVANCE DEPOSIT $6,600.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached Statement;		
		Total Cost	$24,815.91	
		Agreed State Share	20,000.00	
		Agreed City Share		$4,815.91
		REFUND DUE CITY		$1,784.09

NOTED
JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . $ 6,600.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . . $

Also give number of last previous request

Credit distribution:
313-1704-295

Submitted by:
H. C. Ayers

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

Contract No. 5524

City of Burns: Special City Allotment Project
Riverside Drive - Grade, Base, & Oil Mat

PAYMENTS TO CONTRACTOR

	Item	Qty.		@	Total
1.	Coarse crushed mat'l. in base	3616	c.y.	$ 3.40	$12,294.40
2.	3/4"-0" material in base	800	c.y.	4.00	3,200.00
3.	Sprinkling	231	M/gal.	3.00	693.00
4.	Preparation of base	0.45	mile	3,000.00	1,350.00
5.	3/4"-0" mat'l. in binder course	90	c.y.	5.00	450.00
6.	Furnish & place aggregates	370	c.y.	5.00	1,850.00
7.	MC-2 asphalt	12.16	tons	55.00	668.80
8.	120-150 asphalt	25.47	tons	55.00	1,400.85
9.	RS-1 asphalt	8	tons	60.00	480.00
10.	Extra for oiling approaches	7	each	30.00	210.00
	Flagging	--	--	--	51.16

Subtotal, Contract Items	$22,648.21
Engineering and Contingencies	1,239.87
Survey	927.83
Total Cost	$24,815.91
Agreed State Share	$20,000.00
Agreed City Share	$ 4,815.91
City Advance Deposit	$ 6,600.00
REFUND DUE CITY. . . .	$ 1,784.09

HCA:mm
2/15/60

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

Contract No. 5524

City of Burns: Special City Allotment Project
Riverside Drive - Grade, Base, & Oil Mat

PAYMENTS TO CONTRACTOR

	Item	Qty.		@	Total
1.	Coarse crushed mat'l. in base	3616	c.y.	$ 3.40	$12,294.40
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4.	Preparation of base	0.45	mile	3,000.00	1,350.00
5.	3/4"-0" mat'l. in binder course	90	c.y.	5.00	450.00
6.	Furnish & place aggregates	370	c.y.	5.00	1,850.00
7.	MC-2 asphalt	12.16	tons	55.00	668.80
8.	120-150 asphalt	25.47	tons	55.00	1,400.85
9.	RS-1 asphalt	8	tons	60.00	480.00
10.	Extra for oiling approaches	7	each	30.00	210.00
	Flagging	--	--	--	51.16

Subtotal, Contract Items	$22,648.21
Engineering and Contingencies	1,239.87
Survey	927.83
Total Cost	$24,815.91
Agreed State Share	$20,000.00
Agreed City Share	$ 4,815.91
City Advance Deposit	$ 6,600.00
REFUND DUE CITY. . . .	$ 1,784.09

HCA:mm
2/15/60

williams NOTED
W. C. WILLIAMS

RECEIVED
B 10 1960
FOR FILING

RECEIVED
FEB - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

February 8, 1960

FINAL COST ANALYSIS

Stone Base & Oiling
Contractor: Babler Bros., Inc.
Resident Engineer: L. C. Johnson

Burns (N. Birch Ave. & Riverside Dr.)
Contract No. 5524

City Streets
Prefix No. 313-1704

313 704
5524

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Coarse Cr. Mat'l in Base	3,616	Cu. Yd.	3.40	2.35	8,484.21	12,294.40
* 2. 3/4"-0 Mat'l in Base	800	Cu. Yd.	4.00	3.02	2,418.43	3,200.00
3. Sprinkling	231	M-Gal.	3.00	1.79	415.71	693.00
4. Preparation of Base	.45	Mile	3,000.00	863.62	388.63	1,350.00
* 5. 3/4"-0 Mat'l in Binder Crse	90	Cu. Yd.	5.00	4.28	385.69	450.00
* 6. Furnish & Place Aggre.	370	Cu. Yd.	5.00	4.48	1,660.45	1,850.00
7. MC-2 Asphalt	12.16	Ton	55.00	51.42	625.30	668.80
8. 120-150 Asphalt	25.47	Ton	55.00	45.72	1,164.67	1,400.85
9. RS-1 Asphalt	8	Ton	60.00	47.50	380.03	480.00
10. Extra for Oiling Approaches	7	Each	30.00			210.00
Force Account (State participation in flagging)					51.16	51.16
					$15,974.28	$22,648.21

Gross Revenue	$ 22,648.21
Total Cost	15,974.28
Net Profit	$ 6,673.93

Net Profit equals 29.46% of Gross Revenue

*N. A. Toole Construction Company, Crushing Contractor.

DETAIL OF COST - Contract No. 5524

Labor:					
Labor and Supervision				$ 2,856.08	
Labor Insurance				170.23	
Health and Welfare				72.70	
Travel-Transportation				88.85	
Pension				7.53	$ 3,195.39
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				1,057.31	
Equipment Rental, Hired without Operator				1,885.18	
Gas, Oil and Grease				301.04	
Bond				86.07	
Home Office and General Overhead				48.13	
P.L. and P.D. Insurance				40.84	3,418.57
Materials:					
MC-2 Asphalt	12.16	Ton	@ $27.25	331.36	
Freight, MC-2 Asphalt	12.16	Ton	@ $13.65	166.01	
120-150 Asphalt	25.47	Ton	@ $25.00	636.75	
Freight, 120-150 Asphalt	25.47	Ton	@ $13.00	331.11	
RS-1 Asphalt	8	Ton	@ $25.80	206.40	
Freight, RS-1 Asphalt	8	Ton	@ $13.96	111.69	1,783.32
Crushing Contractor:					
N.A. Toole Construction Company				7,577.00	7,577.00
			TOTAL COST		$ 15,974.28

Remarks - Contract No. 5524

This was a "State Project" consisting of the construction of stone base and shoulders, involving 4,416 cubic yards of crushed materials, and the construction of 0.45 mile of Type 0-11 oil mat wearing surface on North Birch Avenue and Riverside Drive in the city of Burns in Harney County.

This project was bid July 1st, awarded July 8, 1959, and completed September 29, 1959.

The contractor began work on this project Tuesday, August 25, 1959 with the placing of the 2"-0 crushed base material. Hauling was done with six hired, 10-cubic yard dump trucks.

Material for this project was crushed the previous week by N.A. Toole Construction Company who was set up in the Hebner's quarry five miles north of the city of Burns. This set up was used to crush materials for both the Burns Project and the West Fork Silvies River-Wrights Point project.

The binder was shot September 4th. The placing of the 0-11 oil mat wearing surface was begun September 21st and completed the same day. The seal was placed Tuesday, and broomed and maintained the balance of the week. The entire project was completed Tuesday, September 29, 1959.

A very good profit was made on this project and this was due to the contractor having another project in progress in the vicinity. It is to be noted that no move in of equipment was charged to this project.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 11, 1959

[illegible]704
(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

5524 5524
(VOUCHER NO.)

3 final
(WARRANT NO.)

Babler Bros., Inc.
(AMOUNT) (DATE)

[illegible] 29978

120785

$ 679.45

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 50 workdays from July 20, 1959

Time Extensions: None of record

Completion Date: September 29, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Heal
for Floyd Query
Secretary

Warrant Mailed: DEC 15 1959

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

5524

November 30, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5524 for stone base-oiling North Birch Avenue and Riverside Drive in Burns, Harney County, was completed by the contractor, Babler Bros., Inc., on September 29, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $679.45 will be released to the contractor on or after December 10, 1959. The total contract amount is $22,648.21, of which amount $51.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

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Form E-1—(Rev.)-

313 1704

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 1959

Section Burns(N.Birch and Riverside Drive)

Highway City Streets County Harney

Contractor Babler Bros.Inc.

Date of contract July 8, 1959

Date work started August 25, 1959

Project authorization $ 25,762.50

Exclusive of engineering $ 23,930.50

Kind of work Stone Base and Oiling

Section prefix 318 - 1704

Contract number 5524

Specified work days 50

Work days used 21

Per cent of time elapsed 42 %

Estimated cost of completed project, exclusive of engineering $ 22,648.21

Estimated per cent overrun or underrun 5.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1832.00

Engineering cost to date $ 964.90, 53 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate submitted to Division office October 22

CONSTRUCTION DIVISION
RECEIVED
OCT 30 1959
NOTED-- CE ACE ACE CDE

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed L. C. Johnson

Address 252 S Date Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.45		0.45	
Miles partially completed					
Miles completed		0.45		0.45	
Total estimated quantities (contract)		4380		450 c.y 48 tons	
Total quantities corrected to date		4416		460 c.y 45.63 tons	
Estimated quantities moved or placed to date		4416		460 c.y 45.63 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

A

RECEIVED
OCT 13 1959
FOR FILING

[illegible]

5524

October 12, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on contract #5524 for stone base-oiling North Birch Avenue and Riverside Drive in Burns, Harney County.

This payment, in the amount of $9,242.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $679.45. The present payment will be released on or after October 22, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

313-1704

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1959

Section Burns (W. Birch and Riverside Drive)

Kind of work Stone base and oiling

Highway City Streets County Harney

Section prefix 313-1704

Contractor Babler Bros., Inc.

Contract number 5524

Date of contract July 8, 1959

Specified work days 50

Date work started August 25, 1959

Work days used 21

Project authorization $25,762.50

Exclusive of engineering $23,930.50

Per cent of time elapsed 42 %

Estimated cost of completed project, exclusive of engineering $22,648.21

Estimated per cent o~~xxxxx~~ or underrun 5.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,832.00

Engineering cost to date $ 970.82, 53 %

Date project was completed Sept. 29, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished this project Tuesday, Sept. 29, 1959.

Semi-final Estimate should be completed within a week or so.

FINAL REPORT THIS PROJECT.

CONSTRUCTION DIVISION
RECEIVED
OCT 5 1959
NOTED-- CE ACE ACE COE

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed L. C. Johnson

Address 252 S. Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.45		0.45	
Miles partially completed					
Miles completed		0.45		0.45	
Total estimated quantities (contract)		4380		48 tons 430 cy	
Total quantities corrected to date		4416		45.63 ton 460 cy	
Estimated quantities moved or placed to date		4416		45.63 ton 460 cy	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week				1	

Men	
Supervision	
Men and trucks under 3 tons	1
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	None	
Tuesday	"	"	
Wednesday	Clear	"	
Thursday	"	"	
Friday	"	"	
Saturday			

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
JUL 28 1959
FOR FILING
313-1704
5524

July 28, 1959

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5524, awarded July 8, 1959,
for stone base-oiling the North Birch
Avenue & Riverside Drive in Burns,
Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

1959-2501

NOTED
V. R. JONES

NOTED
John F. Hagemann

July 8, 1959

Mr. George P. Hughet
City Recorder
City Hall
Burns, Oregon

Dear Mr. Hughet:

This will acknowledge receipt of your check in the amount of $6,600 covering the advance deposit on the North Birch Avenue-Riverside Drive project.

A copy of the contract which will contain the breakdown of bid items will be forwarded to you as soon as available.

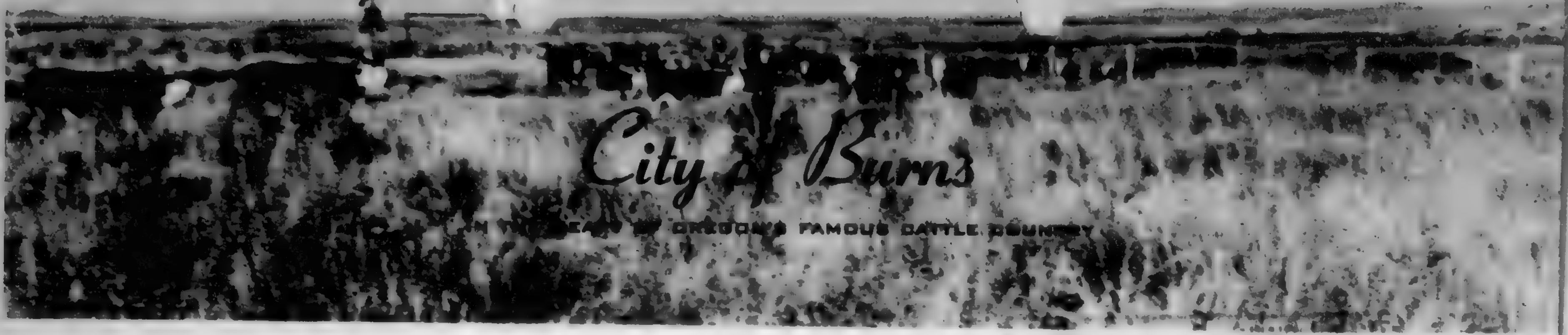
Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:cg



BURNS, OREGON

WALTER J. MAUDLIN
MAYOR

AVIL DIAZ
LEONARD TAYLOR
ROBERT SALLADAY
GRACE SMYTH
COUNCILMEN

WM. CRAMER
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

L. J. LARSEN
CHIEF OF POLICE

JOHN H. WEARE, M.D.
HEALTH OFFICER

FRANK V. DESILETS
TREASURER

JAMES RICHARDSON
FIRE CHIEF

A. W. DICKENSON
WATER AND ST. SUP'T.

J„ly 3, 1959

C. G. Swenson, Engineer
City and County Relations
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Swensen:

As regards your letter of July 2, 1959, am herewith enclosing check No. 964 in the amount of $6,600.00 which represents the excess costs on Birch Avenue and Riverside Drive Project over and above $20,000.00

May we have a copy of the breakdown on Bid Items on this project for our files, as listed at $22,800.00

Very Truly Yours
Geo. P. Hughet
Geo. P. Hughet
City Recorder
Burns, Oregon

Check handed to Acc't Div. 7/7/59

NOTED
C. G. SWENSON

July 2, 1959

Mr. George P. Hughet
City Recorder
Burns, Oregon

Dear Mr. Hughet:

On July 1, 1959, the State Highway Commission received bids on the reconstruction of Birch Avenue and Riverside Drive. The low bid was submitted by Babler Bros., Inc., and the revised estimate based on this bid is as follows:

Bid Items	$22,800.00
Flagging	100.00
12-1/2% Engineering & Contingencies	2,862.50
Survey	900.00
Total Anticipated Cost.....	$26,662.50

As per the agreement between City and State, City is to pay all costs in excess of $20,000 and is to pay this cost by means of an advance deposit. Will you please forward a check to this office in the amount of $6,600 made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

RECEIVED
JUL [illegible] 1959
FOR FILING

313-17.4

5524

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 8, 1959
Salem, Oregon

SUBJECT:

To: Mr. R. L. Porter
Office Engineer
OFFICE

Confirming our telephone conversation this date, we have received the required advance deposit from the City of Burns on the North Birch Avenue and Riverside Drive Section. This project is clear for award of contract.

C. G. Swenson
Engineer, County & City Relations

CGS:cg

cc: G. S. Paxson

A

RECEIVED
AUG 7 - 1959
FOR FILING

213-1704

5524

July 8, 1959

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 accepted your proposal for the Burns (North Birch Avenue and Riverside Drive) Stone Base and Oiling Project, Harney County, for the sum of $22,800, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5524.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 8, 1959

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Contract for Burns (N. Birch Avenue and Riverside Drive) Stone Base and Oiling Project, Harney County, for which you submitted low acceptable bid on July 1, 1959 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files

Bun[illegible] (N. Birch Ave - Rivers[illegible] Dr.) Sect.

June 16, 1959

By Paulson 5-21-59

1 Coarse Crushed Material in Base	3600 c y	2^{90}	10440.00
2 3/4"-0 Material in Base	780 "	3^{00}	2340.00
3 Sprinkling	100 M-Gal.	3^{00}	300.00
4 Preparation of Base	0.45 mile	500^{00}	225.00
5 3/4"-0 Material in Binder Course	70 c.y.	4^{50}	315.00
6 Furnishing and Placing Aggregate	360 "	4^{50}	1620.00
7 MC-2 Asphalt	12 Ton	60^{00}	720.00
8 120-150 "	28 "	57^{00}	1596.00
9 RS-1 "	8 "	60^{00}	480.00
10 Extra for Oiling Approaches	32 ave	30^{00}	960.00
			18 996.00
	Anticipated		100.00
Flagging - 100^{00}			\$19096.00
	12½% Engr. \$		2387.00
			\$21483.00
			721.26
			\$22,204.26

NOTED
C. G. SWENSON

May 28, 1959
Salem, Oregon

NOTED
Harold C. Ayers

City Allotment Project 1959
Riverside Drive
City of Burns

Mr. A. F. Parson
Division Engineer, Division V
La Grande, Oregon

Enclosed are two copies of a revised sheet 2 to substitute for sheet 2 in the agreements sent you covering subject project. This is due to the placing of base rock by contract.

C. G. Swenson
Engineer, County & City Relations

By

H. C. Ayers
Field Engineer

HCA:cg

Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

May 11, 1959

Mr. George P. Hughet
City Recorder
Burns, Oregon

1959 $250,000 Program

NOTED
V. R. JONES

Dear Mr. Hughet:

As per our phone conversation of May 8, 1959, I am sending you a substitute sheet to insert in your copy of the agreement previously sent you.

As you will note, due to the change to an oil mat, it is not likely that the city will be required to furnish additional funds. The state is planning to let a construction project on the French Glenn Road soon so that aggregate will be available for the project on Riverside Drive.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

Att.

(1) GENERAL DESCRIPTION OF SAID PROJECT AND APPORTIONMENT OF COSTS THEREOF BETWEEN STATE AND CITY:

(a) Said project shall consist of the following:

Placing of base rock, leveling course, and O-11 oil mat wearing surface.

Attached hereto, marked "Exhibit A" and by this reference made a part hereof, is a print showing the location and limits of said project colored in red.

(b) The costs of said project shall be apportioned between and paid for by State and City as follows: State shall pay the cost of the project not to exceed Twenty Thousand and No/100 ($20,000) Dollars, and City shall pay all of the cost of said project in excess of said Twenty Thousand and No/100 ($20,000) Dollars. The estimated cost of said project is Twenty-three Thousand Five Hundred and No/100 ($23,500) - - - - - - - - - - - - - Dollars; however, the actual costs, whether more or less than said estimate, shall govern and control.

(2) THINGS TO BE DONE AND OBLIGATIONS ASSUMED BY CITY:

(a) City shall provide without cost to State all rights-of-way, clear of all buildings, structures and other improvements, and all easements, rights and other interests in real property necessary or deemed necessary by State for said project.

(b) City shall, without cost to State and in accordance with the provisions of its charter and ordinances, reestablish the grades of all streets in which grade changes are made necessary by said project.

(c) City shall, without cost to State, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, railroad, street railway and all other utility conduits, lines, poles, mains pipes, tracks and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of said project.

(d) City shall save harmless and blameless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, employees, contractors and agents from all lawful claims, demands, damages, actions and suits and costs of actions and suits, whatsoever, arising out

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

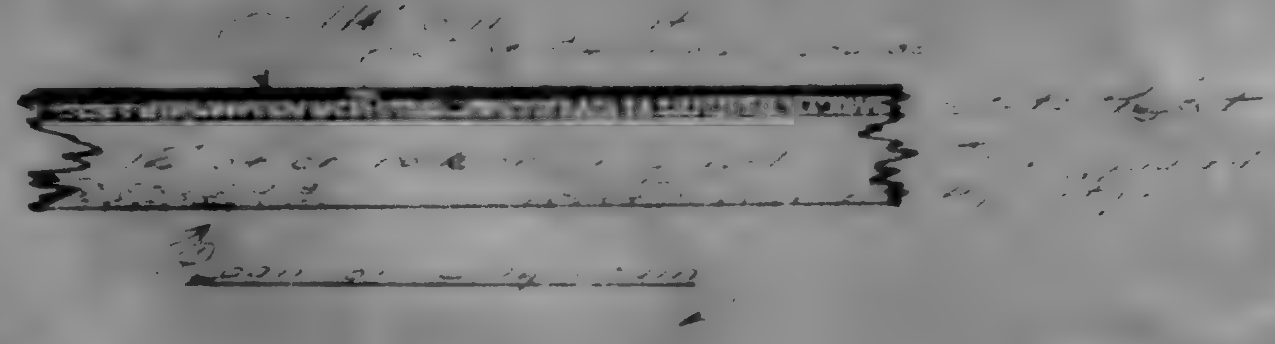
Section [illegible] Highway City of Burns County [illegible] Prefix [illegible]

Res. Engr. L. C. Johnson Length of Project 2.45 Miles. Sta. ______ to Sta. ______ Date [illegible]

Frost Penetration - *30" TYPICAL SECTIONS Traffic Classif. - Light

Required		Designed	
Base & Wear			
Crushed	Not Crushed	Least Surf. Allow.	[illegible]
		1¼ 0-11 2 Level 12 Cr. Base	
		*15¼	

To be used by City



29 LL
[illegible] PI
[illegible]
46 % silt
25 % clay
[illegible]

* The surface thickness has been increased to equal ½ the frost penetration.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be
Suitable material source to be determined by the Engineer											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [illegible]
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway

p

RECEIVED
JUN - 3 1959
FOR FILING

313-1704

5524

Salem, Oregon
April 27, 1959

Riverside Avenue Project
Burns

Mr. Tom Edwards
Construction Engineer
OFFICE

Please design a Riverside Avenue project in Burns, with an O-11 surface rather than asphaltic concrete. We have been unable to get acceptable bids for AC in remote areas of Eastern Oregon.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

57-7

57-7

Burns

Riverside Drive from Birch ave. lookg E

3-20-57

RECEIVED
MAR 27 1959
FOR FILING
313-1704

5524

March 26, 1959

Geo. P. Hughet, City Recorder
City Hall
Burns, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Burns covering the Special City Allotment project on Riverside Drive and Birch Avenue in Burns.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rm
Enc.

RECEIVED
MAR 30 1959
FOR FILING
[illegible]
[illegible]
[illegible]

Salem, Oregon
March 26, 1959 [illegible] #3

$250,000 Fund Agreement
City of Burns

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Burns covering the Special City Allotment project on Riverside Drive and Birch Avenue in City of Burns.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Burns.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: $250,000 Fund Agreement
City of Burns

To: Mr. G. S. Paxson
OFFICE

L

Attached are three copies of an agreement covering the Special City Allotment project on Riverside Drive and Birch Avenue in Burns. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 10/23/58.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min Page 32
Floyd Query
Secretary

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

March 10, 1959

Mr. George P. Hughet
City Recorder
Burns, Oregon

Dear Mr. Hughet:

I am pleased to inform you that the State Highway Commission, at its meeting March 5, approved the City's request for transfer of the city street improvement in Burns from West Taylor Street to Riverside Drive. The Riverside Drive project was approved in the amount of $20,000 of state funds, with the City of Burns to pay the additional cost, which is estimated at $7,000, or a total cost of the project of $27,000.

We will proceed with the preparation of plans for calling of bids on this project and at the time bids are received will request the City's deposit in the amount in excess of $20,000.

Very truly yours,

ORIGINAL SIGNED

W. C. Williams
State Highway Engineer

WCW:me

cc Representative Verne N. Cady
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. G. Swenson

NOTED
C. G. SWENSON

FORM E-30X—37,000—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1959

SUBJECT: 1959 Special City Allotment Project
City of Burns

To:
Mr. A. F. Parson, Division Engineer
Oregon State Highway Department
La Grande, Oregon

At its March 5 meeting the Highway Commission approved an exchange of projects in the city of Burns, cancelling the project on West Taylor Street and substituting a project on Riverside Drive.

Enclosed are three copies of preliminary estimates showing the work to be done and maps showing the limits of the proposed project.

Will you please prepare this project for performance by contract.

G. S. Paxson
Assistant State Highway Engineer

HCA:mm
Encl.

cc: Tom Edwards
S. H. Probert (Attention: V. G. O'Neil)
C. G. Swenson

RECEIVED
MAR 10 1959
[illegible]
COUN[illegible]ATIONS

CITY OF [illegible]

PRELIMINARY ESTIMATE

1959 SPECIAL CITY ALLOTMENT PROJECT

Riverside Drive from OWR&N Railroad property line westerly to Birch Avenue, and Birch Avenue from Riverside Drive to East B Street - a distance of approximately 0.45 mile.

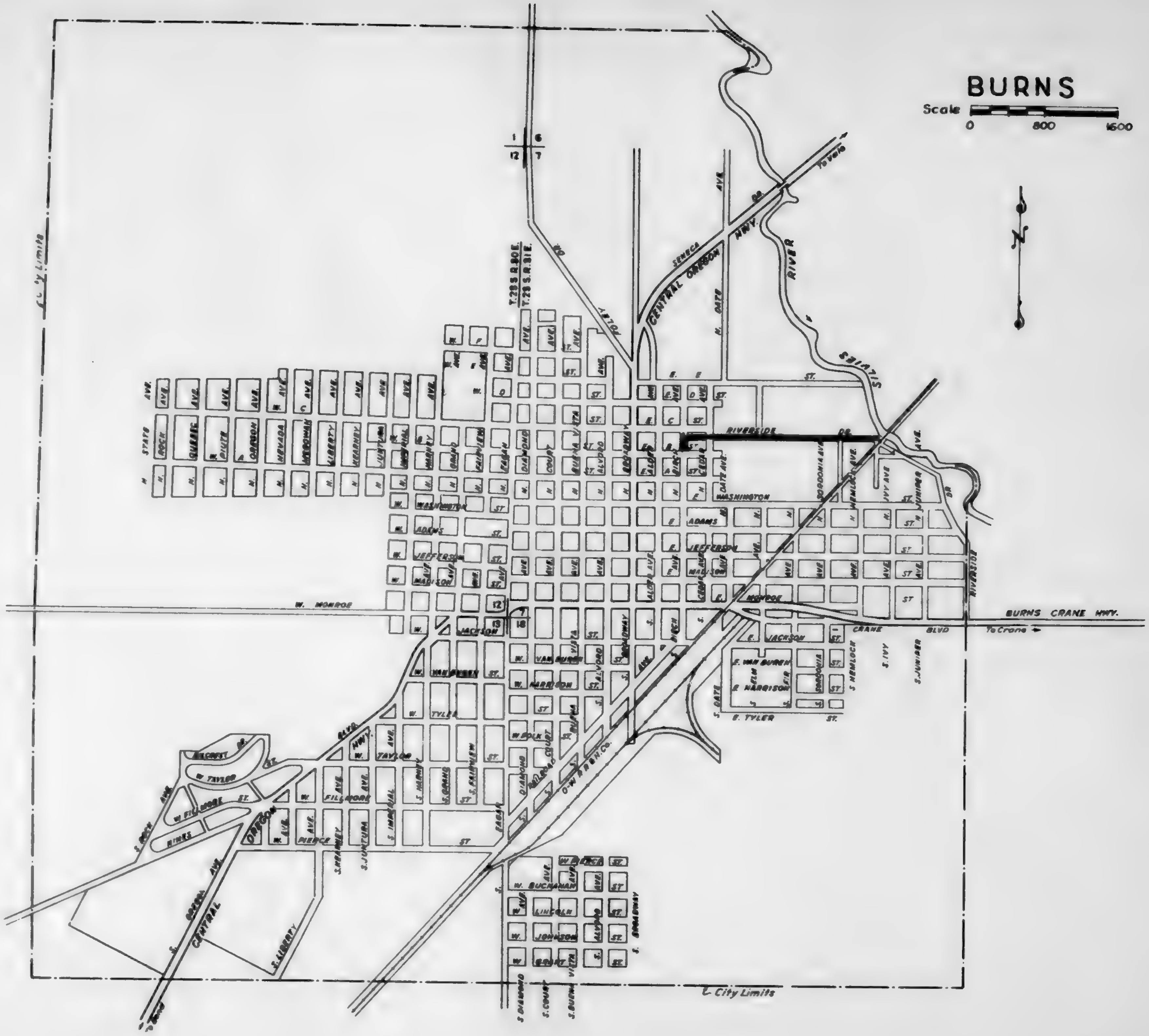
Place leveling course and 3" asphaltic concrete 22' in width with 4' shoulders.

City is to grade to 32' width, do all drainage work, and place a minimum of 10" of base rock.

Item	Amount		$	Total
Preparation of base	0.45	Mi.	1,500.00	[illegible].00
3/4"-0 in base & shoulders	750	c.y.	4.50	3,37[illegible].00
Sprinkling	20	M/gal.	3.00	[illegible]0.00
Class B asphaltic concrete	1325	tons	14.00	18,[illegible].00
				$23,[illegible].00
		12-1/2% Engineering & Contingencies		2,[illegible].13
		Preliminary Engineering		[illegible].00
		TOTAL ESTIMATE		$27,[illegible]3.13

ECA:mm
3/[illegible]/59

BURNS



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1600
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To Vale
SENECA
CENTRAL OREGON HWY.
SILVIES RIVER
FOLEY DR
T.23 S.R.30E.
T.23 S.R.31E.
1
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12
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18
N. OATE AVE.
E ST.
D ST.
C ST.
B ST.
A ST.
RIVERSIDE DR.
OATE AVE.
SODOONIA AVE.
N. HEMLOCK AVE.
IVY AVE.
JUNIPER AVE.
RIVERSIDE
WASHINGTON ST.
ADAMS ST.
JEFFERSON ST.
MADISON ST.
MONROE
W. MONROE
BURNS CRANE HWY.
CRANE BLVD
To Crane
JACKSON
VAN BUREN ST.
HARRISON ST.
TYLER ST.
E. VAN BUREN
E. HARRISON
E. TYLER
ELM
FIR
S. OATE
S. HEMLOCK
S. IVY
S. JUNIPER
CEDAR AVE.
BIRCH AVE.
ALDER AVE.
BROADWAY
ALVORD AVE.
BUENA VISTA
COURT
DIAMOND
EGAN
FAIRVIEW
GRAND
HARNEY
IMPERIAL
JUNTURA
KEARNEY
LIBERTY
MCGOWAN
NEVADA
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QUEBEC
ROCK
STATE AVE.
W. POLK
W. TAYLOR
W. FILLMORE
W. PIERCE ST
HWY. BLVD.
HILLCREST
HINES
S. ROCK AVE.
S. OREGON AVE.
CENTRAL
S. LIBERTY
S. KEARNEY
S. JUNTURA
S. IMPERIAL
S. HARNEY
S. GRAND
S. FAIRVIEW
EGAN
O-W R.R. & N. Co.
W. BUCHANAN
LINCOLN
JOHNSON
GRANT
S. BROADWAY
S. DIAMOND
S. COURT
S. BUENA VISTA
City Limits
To Bend

Rev 8 9 49

FORM E-128-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

RECEIVED
MAR 1 1959
ENG
COUNT

February 27, 1959

Oregon State Highway Commission

Gentlemen:

On October 23, 1958, you approved a Special City Allotment project in the city of Burns on West Taylor Street leading to an Air Force housing area.

The City Council has requested that the project on West Taylor Street be canceled and a project on Riverside Drive be substituted.

The requested project is for the placing of an asphaltic concrete wearing surface. The City is to grade, drain, and place base rock prior to the State's project. The State's project is estimated to cost $27,000 with the City to pay all costs in excess of $20,000.

We recommend your approval of this transfer of funds as requested.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

HCA:mm:ae

cc to: Mr. C. G. Swenson

File)
1960 $250,000 fund

[illegible]

COMMISSIONERS

LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
COUNSEL

NOTED
C. G. SWENSON

February 27, 1959

Mr. George P. Hughet
City Recorder
Burns, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Burns requesting aid from the annual $250,000 Special City Allotment fund.

File Gen →

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1960 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Burns is an incorporated city of the State of Oregon, and has a population of 3650, as given by the latest official census, and

WHEREAS, the following streets of said city, North Birch Avenue

Form cc-50 (1953 Rev.)
Special City Allotment

between East B Street and East C Streets, and Riverside Drive East to the logging Railroad Tracks a distance of approximately .45 mile

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

North Birch Avenue between East B Street and East C Streets, and Riverside Drive, East to the logging Railroad Tracks, a distance of approximately .45 mile.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Burns does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Geo. P. Hughet as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of February, 19 59.

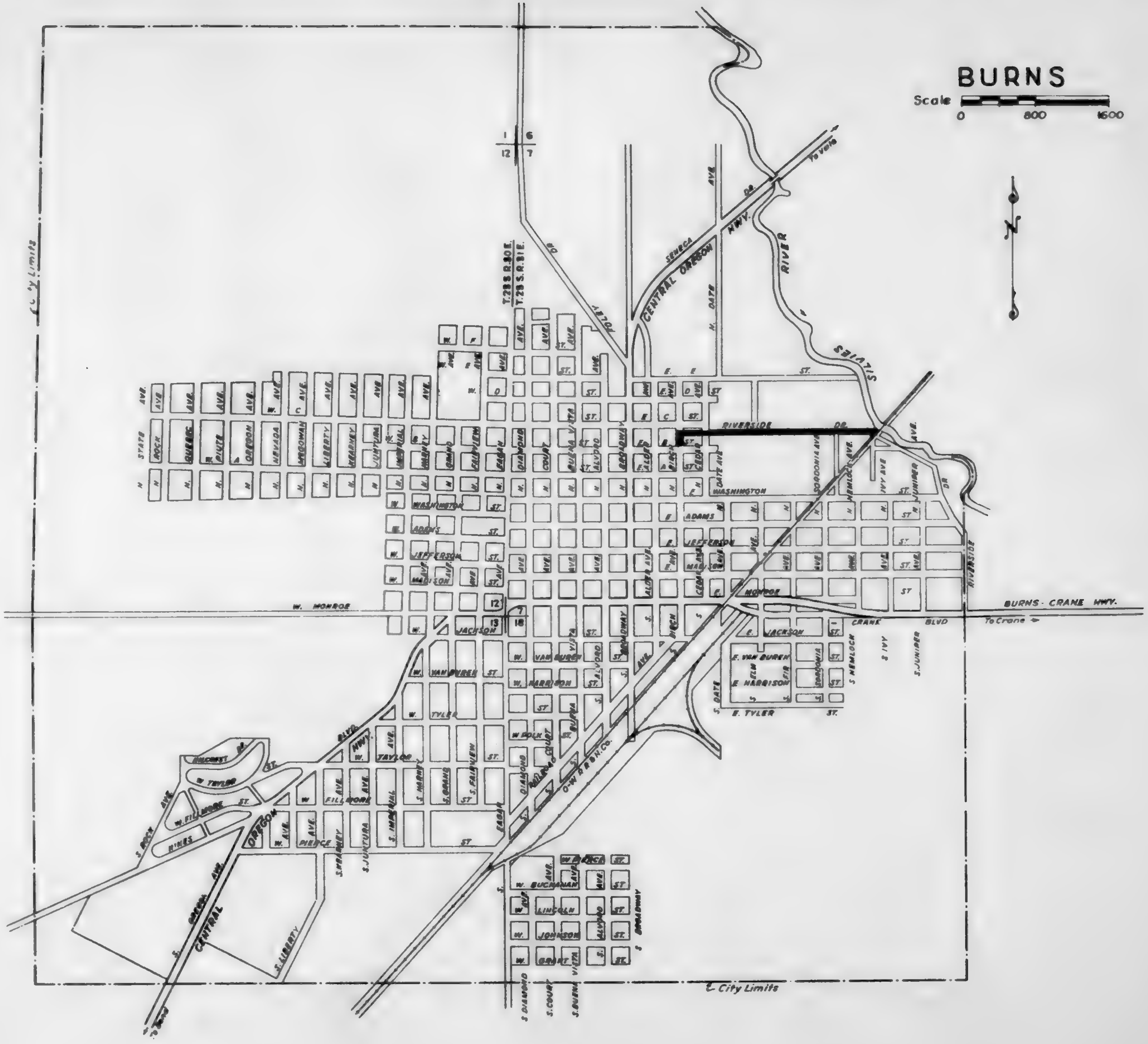
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Burns at a regular or special meeting of said Council, held on the 25th day of February, 19 59, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25th day of February, 19 59.

Geo. P. Hughet
City Recorder


BURNS
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To Vale
SILVIES RIVER
SENECA AVE
CENTRAL OREGON HWY.
FOLEY DR
N. OATE
RIVERSIDE DR.
WASHINGTON
ADAMS
JEFFERSON
MADISON
MONROE
W. MONROE
JACKSON
VAN BUREN
HARRISON
TYLER
POLK
TAYLOR
FILLMORE
PIERCE
BUCHANAN
LINCOLN
JOHNSON
GRANT
BURNS-CRANE HWY.
CRANE BLVD
To Crane
S. HEMLOCK
S. IVY
S. JUNIPER
ELM
SORDONIA
RIVERSIDE
O.W.R.R.&N.CO.
T.23 S. R.30 E.
T.23 S. R.31 E.
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HILLCREST DR.
CENTRAL OREGON AVE.
S. LIBERTY
S. ROCK AVE
S. DIAMOND
S. COURT
S. BUENA VISTA
S. BROADWAY
City Limits
N. STATE AVE.
ROCK
QUEBEC
PIUTE
OREGON
NEVADA
McGOWAN
LIBERTY
KEARNEY
JUNTURA
IMPERIAL
GRAND
FAIRVIEW
EGAN
DIAMOND
COURT
BUENA VISTA
ALVORD
BROADWAY
ALDER
BIRCH
CEDAR

Rev 8 9 49

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 18, 1959

Mr. George P. Hughet
City Recorder
Burns, Oregon

Dear Mr. Hughet:

The State Highway Commission plans to call for bids in the near future for the construction project on Riverside Drive. Enclosed are three copies of an agreement covering this project. The agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance or resolution, as the case may be, similar to the enclosed samples authorizing the Mayor and yourself to sign the agreement. Please include a copy of this instrument with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the Mayor please sign the attached agreement, have the signatures attested by a third party, stamp with the city seal, and return all three signed copies to this office prior to February 27, 1959. After signature by the State Highway Commission, a fully executed copy of this agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

Received
Feb 25, 1959

HCA:cg
Encl.

FORM E-123-X 37.5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FEB 13 1959

February 11, 1959

Mr. Geo. F. Hughet
City Recorder
Burns, Oregon

Dear Mr. Hughet:

Receipt is acknowledged of your communication of February 6 in which you advise that the Common Council of the City of Burns has recommended the transfer of funds from the proposed West Taylor Street project to Riverside Drive. This letter is to advise you that this matter will be presented to the State Highway Commission at its next meeting with a favorable recommendation for the transfer.

The transfer of funds, of which the State portion is $19,200, will necessarily be conditioned upon the City's preparing the street for surfacing, or, in other words, assuming the cost of the improvement that will be in excess of $19,200. This is under the same conditions as those planned at the time the City of Burns originally requested the Riverside Drive project.

Very truly yours,

[illegible] SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

WCW:mm

cc Hon. Verne N. Cady
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. G. Swenson

FORM E-30 80M 8-57—6383

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1959

SUBJECT:

To:

Mr. C. G. Swenson

[illegible]

The City of Burns has requested that the funds now allocated to West Taylor Street in Burns be transferred to Riverside Drive. I am attaching a copy of its request. Will you please prepare the necessary letters to the Highway Commission for this transfer, for which we will recommend approval.

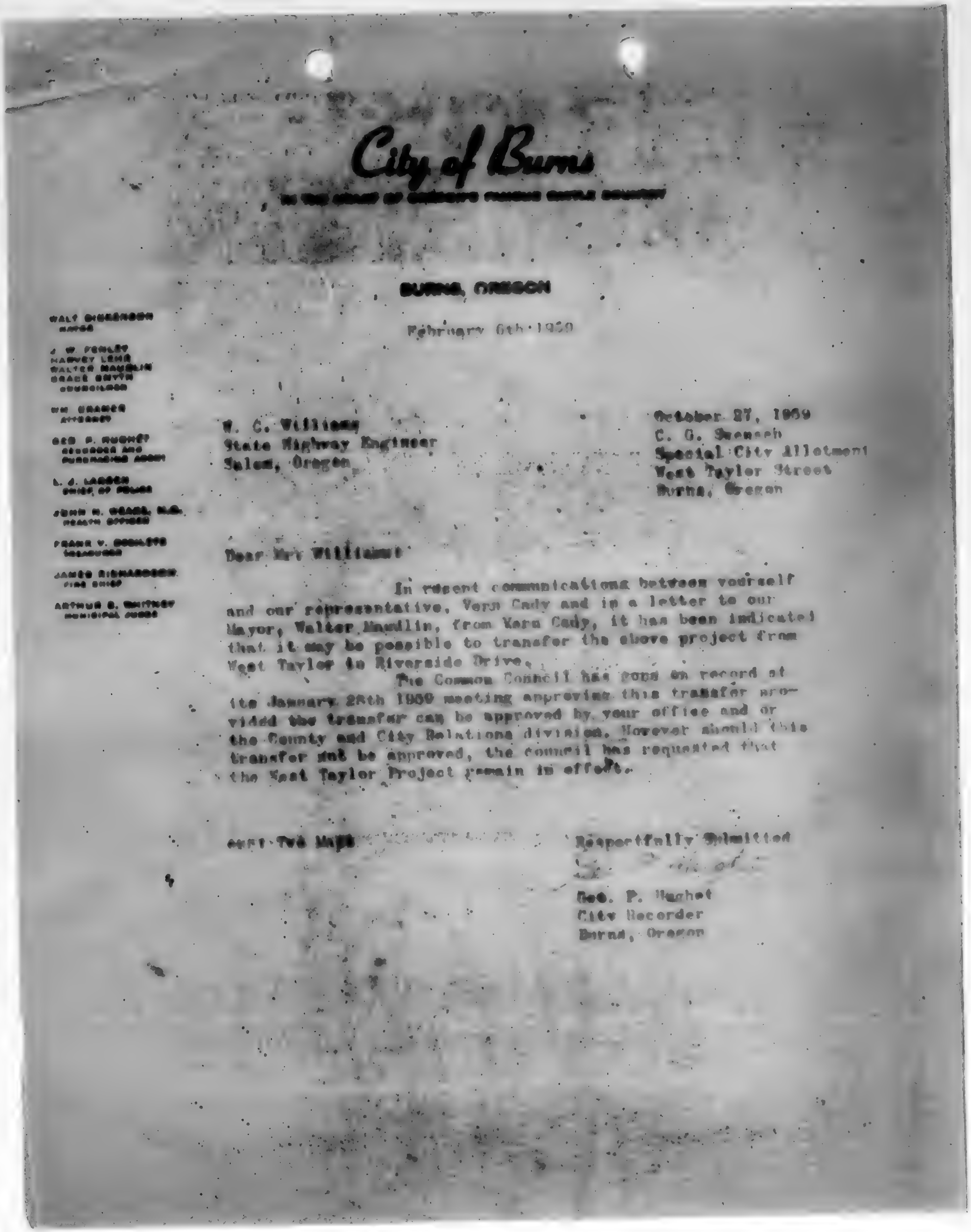
If I remember correctly, this requires a sizeable contribution from the City and we should be sure that they realize this.

G S Paxson
G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

[illegible]CEIVED
FEB 1[illegible] 1959



City of Burns

IN THE HEART OF OREGON'S FAMOUS CATTLE COUNTRY

BURNS, OREGON

WALT DICKENSON
MAYOR

J. W. FOWLEY
HARVEY LEHR
WALTER MAUDLIN
GRACE SMYTH
COUNCILMEN

WM. CRAMER
ATTORNEY

GEO. P. HUGHET
RECORDER AND
PURCHASING AGENT

L. J. LARSEN
CHIEF OF POLICE

JOHN H. GEARE, M.D.
HEALTH OFFICER

FRANK V. DOOLITTLE
TREASURER

JAMES RICHARDSON
FIRE CHIEF

ARTHUR B. WHITNEY
MUNICIPAL JUDGE

February 6th 1959

W. C. Williams
State Highway Engineer
Salem, Oregon

October 27, 1959
C. G. Swensch
Special City Allotment
West Taylor Street
Burns, Oregon

Dear Mr. Williams:

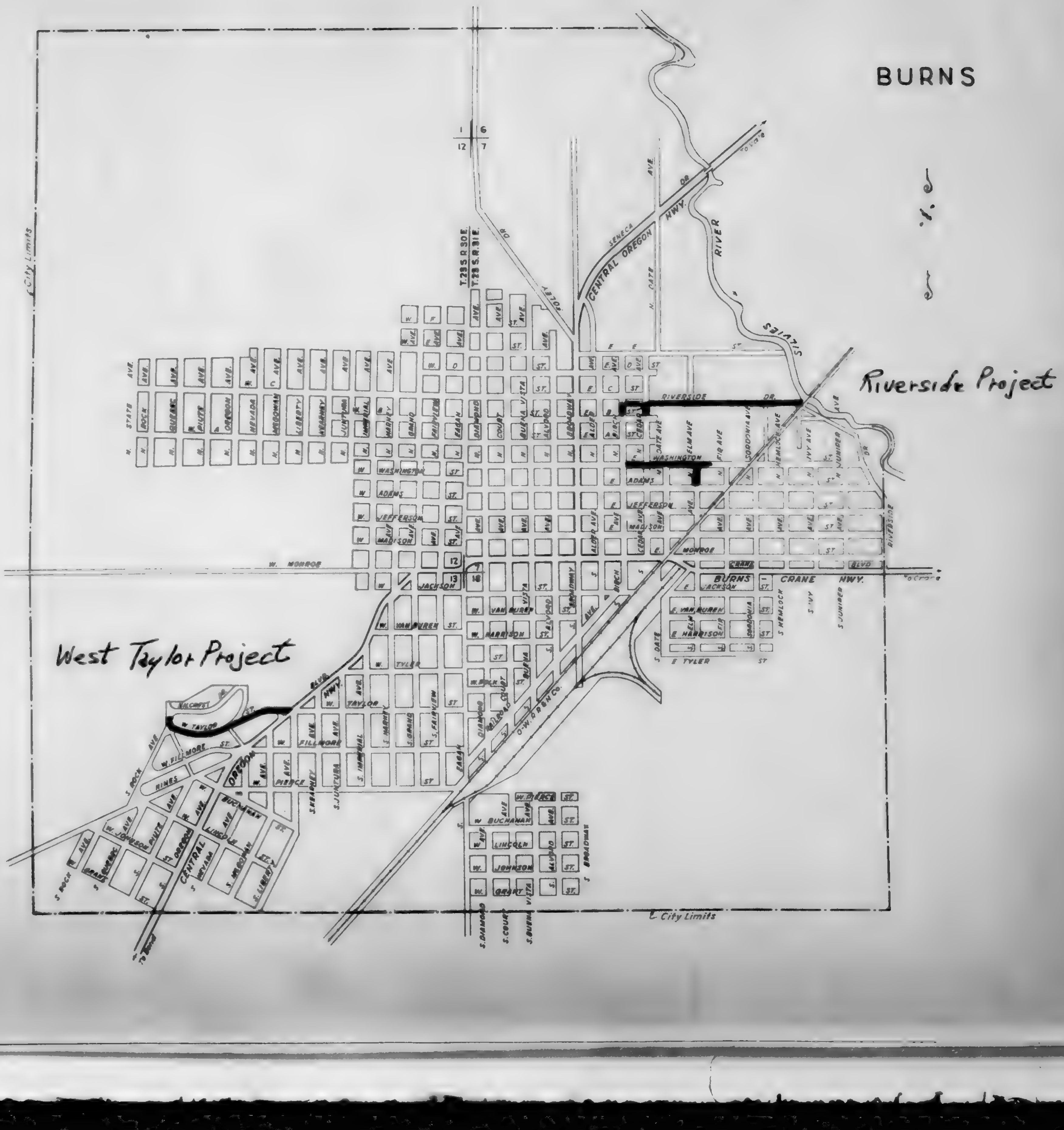
In recent communications between yourself and our representative, Vern Cady and in a letter to our Mayor, Walter Maudlin, from Vern Cady, it has been indicated that it may be possible to transfer the above project from West Taylor to Riverside Drive.

The Common Council has gone on record at its January 28th 1959 meeting approving this transfer provided the transfer can be approved by your office and or the County and City Relations division. However should this transfer not be approved, the council has requested that the West Taylor Project remain in effect.

encl: Two Maps

Respectfully Submitted

Geo. P. Hughet
City Recorder
Burns, Oregon


BURNS
Riverside Project
West Taylor Project
City Limits
City Limits
SILVIES RIVER
CENTRAL OREGON HWY.
BURNS - CRANE HWY.
O.W.R.&N. Co.
RIVERSIDE DR.
W. MONROE
T.23S.R.30E.
T.23S.R.31E.
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NOTED
C. G. SWENSON

Salem, Oregon
February 6, 1959

Burns - City Allotment Project
West Taylor Street

Mr. Tom Edwards
OFFICE

Attention: Mr. E. Pease

NOTED
Harold C. Ayers

Cancelled

NOTED
John F. Hagemann

Substitute Riverside Drive

The field data on subject project has been checked and found to conform to that requested by the city and approved by the State Highway Commission on October 23, 1958.

The city has agreed to pay all costs in excess of $20,000.

C. G. Swenson
Engineer, County & City Relations

By

H. C. Ayers
Field Engineer, County & City Relations

HCA:cg
cc: Mr. F. Hall
Mr. V. G. O'Neil

NOTED
JOHN D. GRAHAM

October 27, 1958

Mr. George P. Hughet
City Recorder
Burns, Oregon

Dear Mr. Hughet:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for a cooperative construction project on West Taylor Street, under the provisions of the Special City Allotment fund act.

The project was approved on the basis of the City doing all required grading, draining and paying any costs of the States project in excess of $20,000. The States project is to consist of the placing of 8" base course, 2" leveling course and 3" asphaltic concrete wearing surface 20' in width.

You will be contacted in the near future to work out construction details and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:cg

NOTED
C. G. SWENSON

35
(1959)

Preliminary Estimate ~~7-18-58~~

Burns

W. Taylor Street from Oregon Boulevard westerly for approximately 0.30 mile.

Place 8" of crushed base rock 28' width 2" leveling course and 3" asphaltic concrete pavement 20' width 4' shoulders. (City to grade & drain prior to State project)

Coarse crushed material in base	1600 cyds	$3.50	$5600.00
3/4"-0 in base & shoulders	500 cyds	4.25	2125.00
Sprinkling	52 M/gal	4.00	208.00
Class "B" asphaltic concrete	650 tons	13.00	8450.00
			$16,383.00
			2047.88
			750.00
			$19,180.88

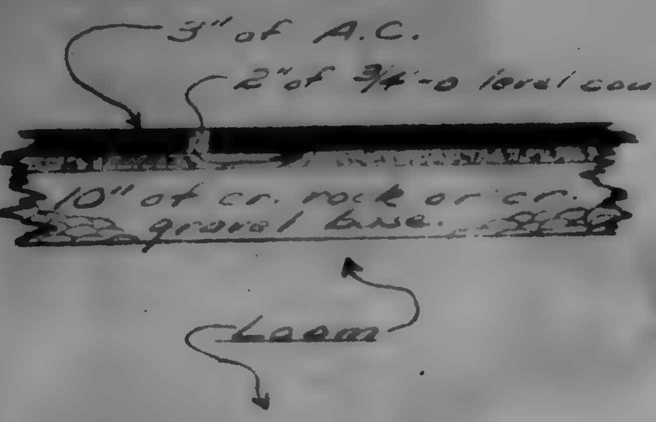
Total Est $19,200

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Taylor Street From S. Bck Ave - S. Oregon Ave. Highway City of Burns County Harney Prefix

Sec. Page Length of Project Miles. Sta. to Sta. Date 9-11-[illegible]

Frost Penetration - *30" TYPICAL SECTIONS Traffic Classif. - Light



3" of A.C.
2" of 3/4-0 level course.
10" of cr. rock or cr. gravel base.
Loam

Required Base & Wear		Designed Base Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			3
			2
			10
9½			*15

① Typical Soil
24 LL
6 PI
57% P. 200 (5% reduction)
34% Silt
16% Clay
23 "R" Value

Note: * The wearing surface thickness has been increased to equal ½ the reported frost penetration.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be [illegible]
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer, Division

Submitted by S. L. Decker
State Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

$250,000 ('59) Burns 7-17-58

With Geo P. Huget investigated condition + use of W. Taylor Street in Burns which leads to a newly constructed housing area, housing the radar personnel.

This was originally constructed to care for a few homes, but due to the heavy sudden increase in population in the area and also due to the heavy hauling of construction materials etc. is now receiving excessive wear

Mr. Huget said city would regrade + drain the street if the Commission "could go for" the basing and paving.

Rock will be available as Robt. Hebener is now crushing commercially.

Believe we can recommend the project.

H Clyes

✓

25 new Home
U.S. Radar.

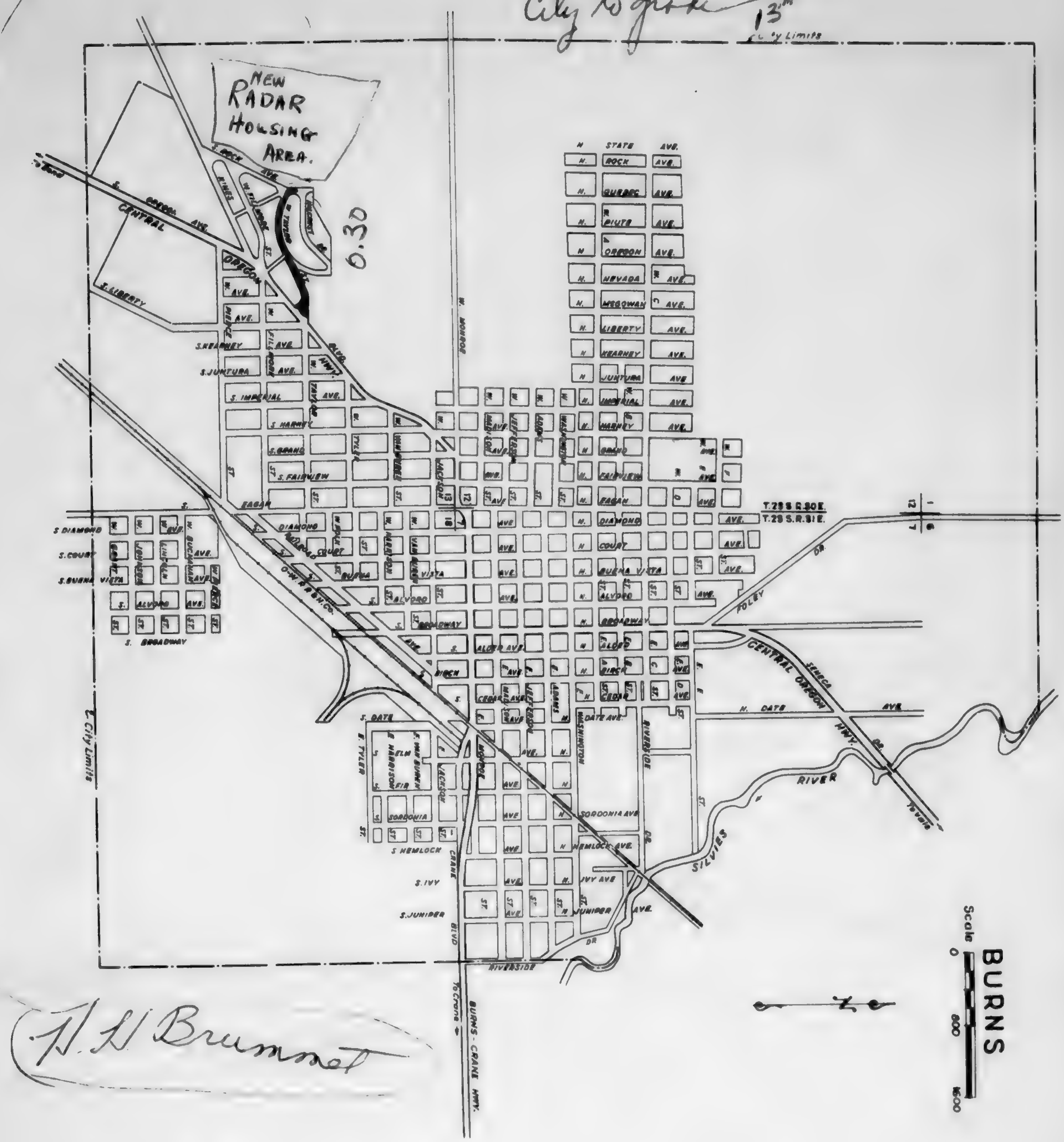
Geo P. Huget

30

35.

8''
2''
3
13''

City to grade



NEW RADAR HOUSING AREA
0.30
City Limits
BURNS
Scale
0
800
1600
N. STATE AVE.
N. ROCK AVE.
N. QUEBEC AVE.
N. PIUTE AVE.
N. OREGON AVE.
N. NEVADA AVE.
N. MCGOWAN AVE.
N. LIBERTY AVE.
N. KEARNEY AVE.
N. JUNTURA AVE.
N. IMPERIAL AVE.
N. HARNEY AVE.
N. GRAND AVE.
N. FAIRVIEW AVE.
N. EGAN AVE.
DIAMOND AVE.
COURT AVE.
BUENA VISTA AVE.
ALVORD AVE.
BROADWAY
ALDER AVE.
BIRCH AVE.
CEDAR AVE.
DATE AVE.
SORDONIA AVE.
HEMLOCK AVE.
IVY AVE.
JUNIPER AVE.
RIVERSIDE DR.
CENTRAL OREGON AVE.
S. LIBERTY
S. KEARNEY
S. JUNTURA
S. IMPERIAL
S. HARNEY
S. GRAND
S. FAIRVIEW
S. EGAN
S. DIAMOND
S. COURT
S. BUENA VISTA
S. ALVORD
S. BROADWAY
S. DATE
S. HEMLOCK
S. IVY
S. JUNIPER
O-W. R.R. & N. Co.
T.23 S. R.30 E.
T.23 S. R.31 E.
FOLEY DR.
N. DATE AVE.
CENTRAL OREGON HWY.
SENECA RD.
SILVIES RIVER
BURNS-CRANE HWY.
To Crane
To Vale
To Bend
N. MONROE
JACKSON
JEFFERSON
ADAMS
WASHINGTON
RIVERSIDE
CRANE BLVD.

H. H. Brummet

R. 8 9 49

12.

Rob. Hebener - Rock

No. 35.

FORM 2-133

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 19, 1958

NOTED
[illegible]

Mr. George P. Hughet
City Recorder
Burns, Oregon

NOTED
John F. Hagemann

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Burns requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1959 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
C. G. SWENSON

25 new Home
U.S. Radar.

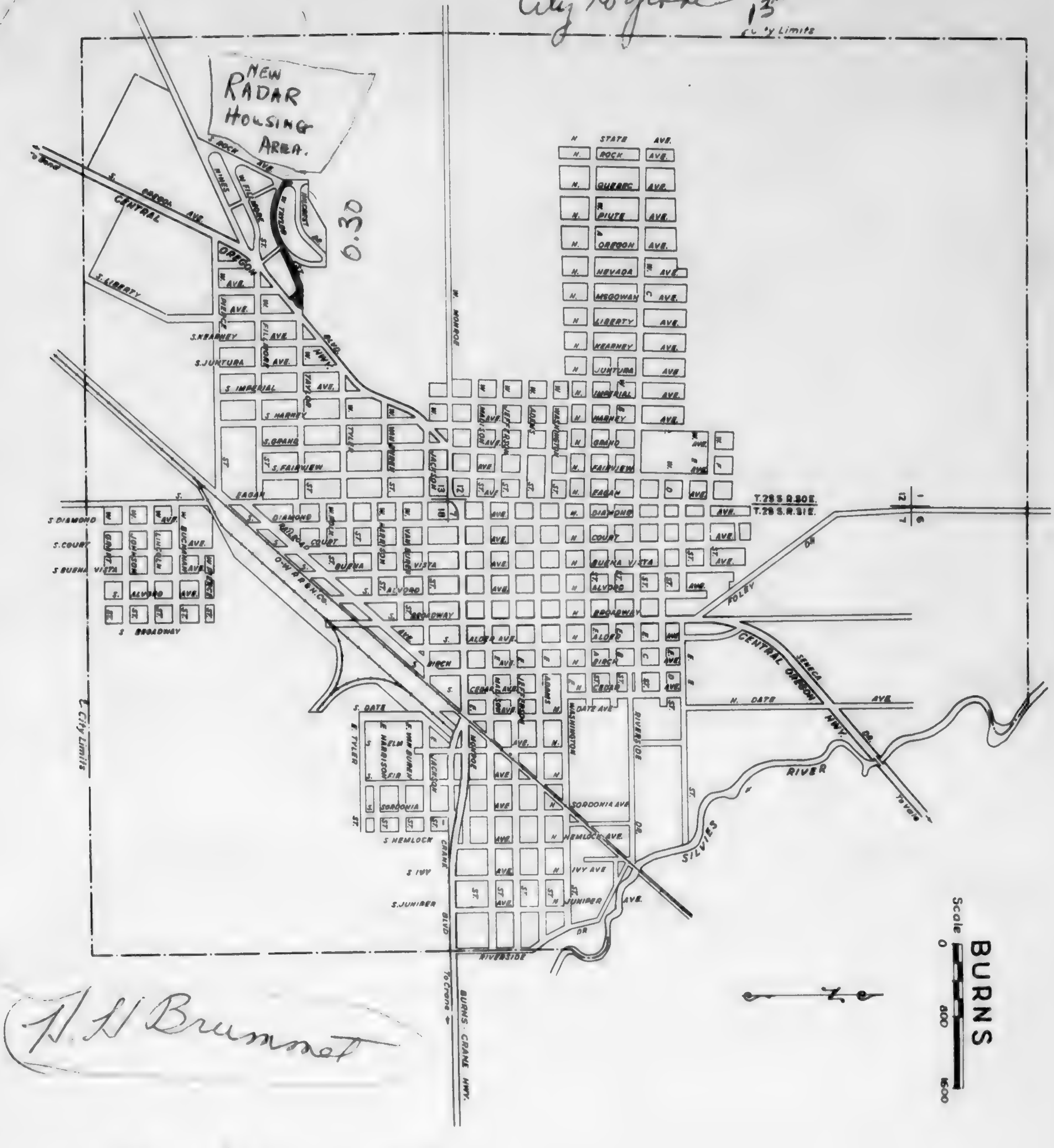
Geo. P. Huget.

30

35.

8''
2
3

City to grade
13''


BURNS
Scale
0
800
1600
City Limits
NEW RADAR HOUSING AREA
0.30
To Bend
CENTRAL OREGON AVE.
S. ROCK AVE.
S. LIBERTY
N. STATE AVE.
N. ROCK AVE.
N. QUEBEC AVE.
N. PIUTE AVE.
N. OREGON AVE.
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N. MCGOWAN AVE.
N. LIBERTY AVE.
N. KEARNEY AVE.
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N. IMPERIAL AVE.
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GRAND
FAIRVIEW
EAGAN
DIAMOND
COURT
BUENA VISTA
ALVORD
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JUNIPER AVE.
RIVERSIDE
N. MONROE
JACKSON
MADISON
JEFFERSON
ADAMS
WASHINGTON
VAN BUREN
HARRISON
TYLER
T.23 S. R.30 E.
T.23 S. R.31 E.
FOLEY DR.
SENECA
CENTRAL OREGON HWY.
To Vale
SILVIES RIVER
O-W R.R. & N. Co.
BURNS-CRANE HWY.
To Crane

H. H. Brummet

Bob. Hebener - Rock

Rev 8-49

12.

5280
30
15840.0

1600
28
12800
3200
44800

5/6 44800
27466
5

27) 37.330 (1400
27
103
108

15708
125
73540
31416
15708
1963500

1400
140
1540

1600
20
32000

44800
~~27466~~

1/4 44800
27) 11200 (420
108
40

450.00
5
2250.00

650
13
1950
650
8450

2100
25
10500
4200
52500

Coarse Crushed	1600 cu yds	3^{00}	4800.
3/4"-0	500 cu yds	4^{50}	2250
Spraying	520 gal	4^{00}	208
AC	650 tons	13^{00}	8450
			15708

196850
550
18,226.50

.01824
32000
364800.0

5472
584.68000
~~4~~
58
642

FORM 2-123

No. 35.

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 19, 1958

NOTED

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NOTED
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Very truly yours,

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State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
C. G. SWENSON

RECEIVED
1958
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of BURNS is an incorporated city of the State of Oregon, and has a population of 3600, as given by the latest official census, and

WHEREAS, the following streets of said city, West Taylor Street

Form cc-50 (1953 Rev.)
Special City Allotment

which is a dedicated street within the boundaries of the corporate limits of the city of Burns, sixty feet in width which is the main entrance to a twenty six unit Airforce Housing Unit, and that said streets

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

West Taylor street in a Westerly direction or being West of U. S. Highway #20 and #395 for an approximate distance of .35 of a mile (Thirty Five Hundredths)

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of BURNS does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Geo. P. Hughet as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of June, 1958.

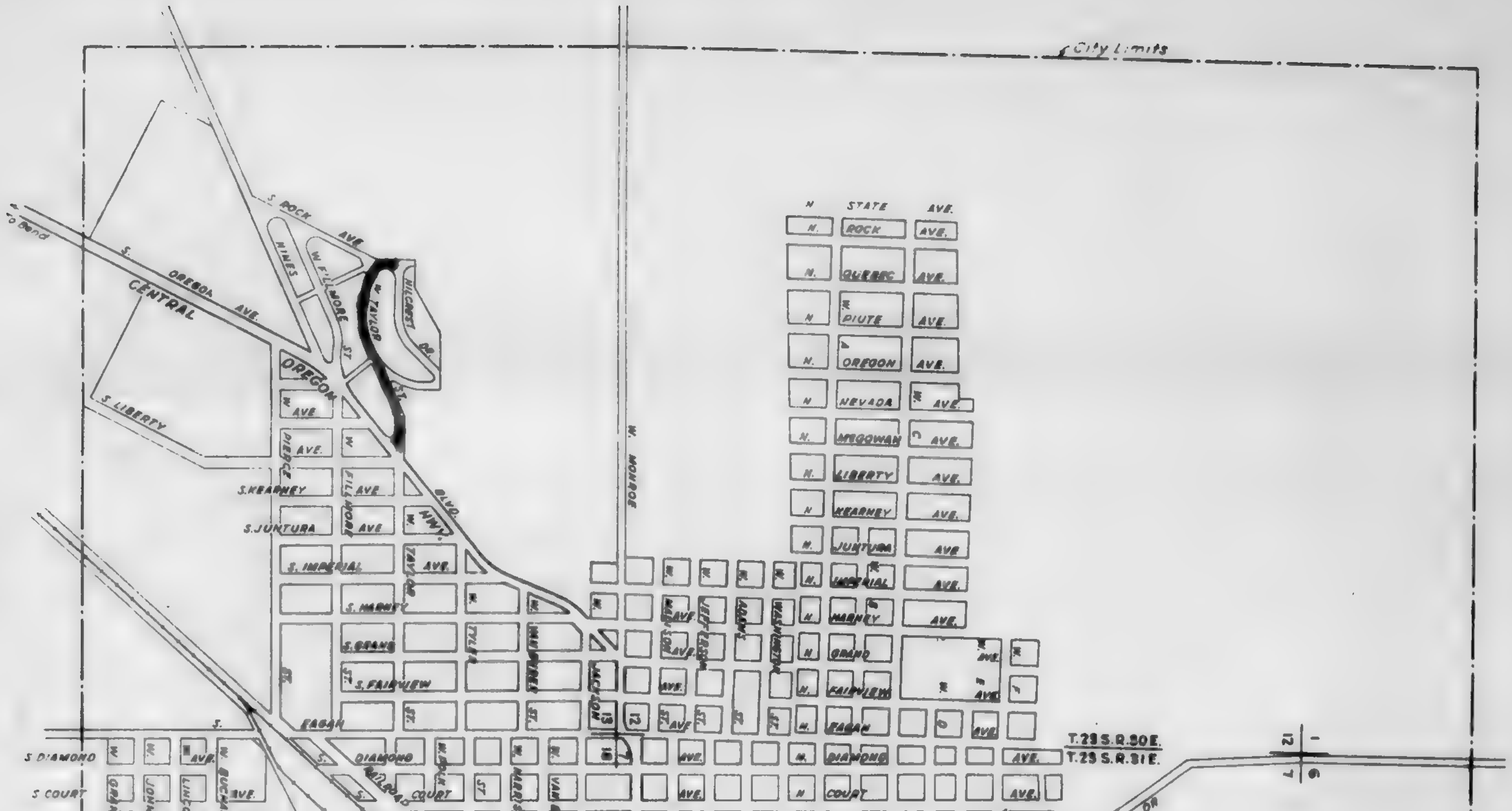
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of BURNS at a regular or special meeting of said Council, held on the 11th day of June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of June, 1958

Geo. P. Hughet
City Recorder


BURNS
Scale
0
800
1600
City Limits
City Limits
To Bend
CENTRAL OREGON HWY.
S. OREGON AVE
S. ROCK AVE
HINES BLVD.
W. FILLMORE ST.
W. TAYLOR
HILLCREST DR.
S. LIBERTY
S. KEARNEY
S. JUNTURA
S. IMPERIAL AVE.
S. HARNEY
S. GRAND
S. FAIRVIEW
S. EGAN
S. DIAMOND
S. COURT
S. BUENA VISTA
S. ALVORD
S. BROADWAY
PIERCE
W. MONROE
N. STATE AVE.
N. ROCK AVE.
N. QUEBEC AVE.
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N. ALDER AVE.
N. BIRCH AVE.
N. CEDAR AVE.
N. DATE AVE.
ADAMS
WASHINGTON
JEFFERSON
MADISON
JACKSON
TYLER
VAN BUREN
W. HARRISON
W. POLK
W. GRANT
W. JOHNSON
W. LINCOLN
W. BUCHANAN
RAILROAD
O-W.R.R.&N.CO.
S. ALDER AVE.
S. BIRCH
S. CEDAR
S. DATE
E. TYLER
E. VAN BUREN
E. HARRISON
S. ELM
FIR
SORDONIA
S. HEMLOCK
S. IVY
S. JUNIPER
N. SORDONIA AVE.
N. HEMLOCK AVE.
N. IVY AVE
N. JUNIPER AVE.
RIVERSIDE DR.
CRANE BLVD.
MONROE
BURNS-CRANE HWY.
To Crane
FOLEY DR.
SENECA
CENTRAL OREGON HWY.
DR.
To Vale
SILVIES RIVER
T.23 S.R.30 E.
T.23 S.R.31 E.
12
7
1
6
13
18
12
7

Rev 8-1-49

C-216(10) Smith Br.-Yellow Br. 1939
Sec. (Grad. & Pav.)
15525

RECEIVED
JUN 15 1964
FOR FILING

June 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project No. S-216(9)
Project No. S-216(10)
Smith Br.-Kellogg Br. Section
Contract No. 5525

Dear Sir:

We are sending two copies of revised right of way plans sheets No. 2, 3, 4 and 5 and six copies of revised construction plans sheets No. 3, 4, 5, 6 and 7 for the above-mentioned projects.

Changes involved in this submission are for additional right of way and easements necessary to complete the project.

We request one copy each be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ke

RECEIVED Williams
7 1961

NOTED
State Highway Engineer

October 25, 1961

FINAL COST ANALYSIS

Smith Bridge-Kellogg Bridge Section
Contract No. 5525

Grading and Paving
Contractor: A. L. Harding, Inc.
Resident Engineer: John R. Hagedorn

Elkton-Sutherlin Highway
Prefix No. 110-1061

5525

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	31,000.00		21,940.17	31,000.00
Drainage Excav., Unclass.	3,258.79	Cu. Yd.	3.00	2.36	7,700.27	9,775.77
Embank. Founda., Exc., Unclass.	2,109.3	Cu. Yd.	0.50	0.406	857.69	1,054.65
General Excav., Unclass.	439,423.7	Cu. Yd.	0.30	0.378	166,393.54	131,827.11
Short Overhaul	966,717	Yd. Sta.	0.01	0.012	11,899.28	9,660.27
Long Overhaul	13,442.4	C-Yd. Sta.	0.40	0.49	6,618.75	5,376.96
Finish R.B. & Slopes	100%	All	2,000.00		1,410.45	2,000.00
Rounding Cutbanks	11,100	Lin. Ft.	0.20	0.15	1,658.24	2,220.00
12" Corr. Metal Pipe	448	Lin. Ft.	3.00	2.88	1,291.74	1,344.00
18" Corr. Metal Pipe	1,092	Lin. Ft.	4.50	4.37	4,772.43	4,914.00
18" Corr. Metal Pipe, 14 Ga.	204	Lin. Ft.	5.00	4.87	994.13	1,020.00
24" Corr. Metal Pipe, 10 Ga.	270	Lin. Ft.	9.50	9.34	2,523.73	2,565.00
36" Corr. Metal Pipe, 8 Ga.	288	Lin. Ft.	16.00	15.80	4,549.75	4,608.00
30" Conc. Pipe, Extra Strength	176	Lin. Ft.	10.00	9.51	1,675.40	1,750.00
6" Perf. Mtl. Dr. Pipe, Unctd.	364	Lin. Ft.	1.90	1.78	649.67	691.60
8" Perf. Mtl. Dr. Pipe, Unctd.	1,140	Lin. Ft.	2.25	2.14	2,423.73	2,565.00
12" Perf. Mtl. Dr. Pipe, Unctd.	450	Lin. Ft.	3.25	3.22	1,449.83	1,462.50
Special Backfill in Drains	387.09	Cu. Yd.	8.00	5.19	2,008.63	3,096.72
*Metal Guardrail	4,790.6	Lin. Ft.	2.35	2.35	11,257.91	11,257.91
*Guide Posts, Type W2	118	Each	4.95	4.95	584.10	584.10
**Coarse Cr. Mat'l in Base	48,223.49	Ton	2.10	2.10	101,269.33	101,269.33
**3/4"-0 Mat'l in Base	7,261.69	Ton	2.80	2.80	20,332.73	20,332.73

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Sprinkling	1,156	M-Gal.	3.50	3.98	4,605.92	4,046.00
**Preparation of Base	100%	All	500.00	500.00	500.00	500.00
**3/4"-0 Mat'l in Binder Course	371	Cu.Yd.	4.80	4.80	1,780.80	1,780.80
**RC-3 Asphalt	45.98	Ton	52.00	52.00	2,390.96	2,390.96
Asphaltic Concrete Mixture	5,695.95	Ton	6.15	6.15	35,030.09	35,030.09
85-100 Asph. in Mixture	283.10	Ton	36.50	36.50	10,334.92	10,334.92
Extra for Paving Approaches	14	Each	30.00	30.00	420.00	420.00
PA#1 Slide Removal	17,860.8	Cu.Yd.	0.30	0.319	5,697.52	5,358.24
PA#2 8" Perf. CMP, Unctd.	1,010	Lin.Ft.	1.10	1.10	1,111.00	1,111.00
6" Perf. CMP, Unctd.	220	Lin.Ft.	0.84	0.84	184.80	184.80
12" Perf. CMP, Unctd.	20	Lin.Ft.	1.86	1.86	37.20	37.20
6" Bands	8	Each	1.07	1.07	8.56	8.56
8" Bands	63	Each	1.32	1.32	83.16	83.16
30" Conc. Pipe, Ex. Str.	8	Lin.Ft.	6.27	6.27	50.16	50.16
12" CMP	101	Lin.Ft.	2.04	2.04	206.04	206.04
**Liquidated Damages	23	Day	160.00			-3,680.00
***EW#1 Flagging					1,066.23	768.70
EW#2 Type 2 Fence					7,077.73	8,267.96
EW#3 Clearing and Grubbing					1,366.18	1,907.69
					446,212.83	419,199.49

* Work done by R. & M. Construction Company
** Work done by Roseburg Paving Company
*** Work done by A. L. Harding and Roseburg Paving Company

FINAL COST ANALYSIS - Contract No. 5525
Smith Bridge-Kellogg Bridge Section

	Gross Revenue	Total Cost	Liquidated Damage	Loss	% Loss
A. L. Harding, Inc.	235,638.15	258,971.49		23,333.34	9.9%
R. & M. Construction	11,842.01	11,842.01			
Roseburg Paving Company	171,719.33	175,399.33	3,680.00		
	$419,199.49	$446,212.83		$27,013.34	6.4%

DETAIL OF COSTS - Contract No. 5525

Labor:						
Labor					$ 82,757.09	
Labor Insurance					6,761.50	
Health, Welfare and Pension					2,558.31	$ 92,076.90
Materials:						
12" Corr. Metal Pipe & Bands	549	Lin. Ft.	@	$2.04	1,158.72	
18" Corr. Metal Pipe & Bands	1,092	Lin. Ft.	@	$2.84	3,229.08	
18" Corr. Metal Pipe & Bands 14 ga.	204	Lin. Ft.	@	$3.42	731.88	
24" Corr. Metal Pipe & Bands 10 ga.	270	Lin. Ft.	@	$7.45	2,108.35	
36" Corr. Metal Pipe & Bands 8 ga.	288	Lin. Ft.	@	$12.65	3,820.30	
30" Concrete Pipe, Extra Str.	184	Lin. Ft.	@	$6.27	1,153.68	
6" Perf. Mtl. Dr. Pipe, Unctd.	584	Lin. Ft.	@	$0.84	490.56	
6" Bands	24	Each	@	$1.07	25.68	
8" Perf. Mtl. Dr. Pipe, Unctd.	2,150	Lin. Ft.	@	$1.10	2,365.00	
8" Bands	113	Each	@	$1.32	149.16	
12" Perf. Mtl. Dr. Pipe, Unctd.	470	Lin. Ft.	@	$1.86	874.20	
12" Bands	22	Each	@	$1.79	39.38	
Special Backfill Material	387.09	Cu. Yd.	@	$5.00	1,935.45	
Material used on Extra Work per Invoice					2,971.11	21,052.55
Equipment Rental and Miscellaneous Supplies:						
Equipment Rental, Owned					112,228.51	
Equipment Rental, Hired					3,102.39	
Gas, Oil and Grease					14,331.31	
Explosives					5,131.40	
Bond					917.35	
Freight and Cartage					1,199.24	
P.L. and P.D. Insurance					1,082.37	
P.U.C.					823.84	
Small Tolls and Miscellaneous Supplies					3,342.55	
Home Office and General Overhead					3,683.08	145,842.04
Subcontractors:						
R. & M. Construction Company					11,842.01	
*Roseburg Paving Company					175,399.33	187,241.34
				TOTAL COST		$ 446,212.83

*Roseburg Paving Company charged for liquidated damage of $3,680.00 reduced the amount received on gross revenue to $171,719.33

Remarks - Contract No. 5525

This was a "Federal Aid Secondary Project" calling for the construction of 2.43 miles of highway roadbed, 2.49 miles of stone base and shoulders, and 2.49 miles of asphaltic pavement on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The contract was bid June 16th; awarded July 14th. Work started July 20, 1959 and was completed October 20, 1960.

The contractor moved in and started clearing July 20, 1959 on the south end of the project and working back to the north end using a crew of three to five laborers with two TD24 tractors with dozers, one D8 cat and dozer, power saws and one pumping unit kept on the job in case of a fire getting out of control. The clearing crew tried burning during the day, but due to the fire danger they did most of the burning at night.

As the clearing progressed, the contractor moved in his grading equipment which consisted of two DW20's, two Cobraettes, six tractors and dozers, four DW21's, one 2-cubic yard shovel, two 10-yard dump trucks, 600 cfm compressor, 3-1/2-inch air track drill, one TD18 front end loader, two tractor drawn scrapers, and other equipment used for maintenance. He started grading on the south end working back toward the summit cut. As the grading progressed toward the summit, considerable solid material was encountered. Part of the equipment then moved to the summit cut and the north end. The contractor was able to continue his grading operation until inclement weather set in, and shut down operations for the winter on November 20th. He returned June 13, 1960 to resume his grading operation and completed same August 22nd.

Roseburg Paving Company, being the subcontractor on the surfacing, started hauling and placing base rock August 19th using four to five truck trams, one rubber-tired roller, one 4000 gallon water truck and one #12 blade, bringing in late one 10- to 12-ton 3-leg roller. The hauling and placing of base rock was completed September 16th. The laying of the asphaltic concrete was started September 19th and completed September 30th.

R & M Construction Company, having the subcontract for furnishing and placing of the guardrail, moved in October 4th and started the installation of guardrail and guide posts October 5th, and completed this installation October 20th.

The prime contractor, having a low bid price on his excavation, suffered a small loss.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
MAY 18 1961
FOR FILING

S 216(10)

5525

May 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1960, on Contract No. 5525, Smith Bridge-Kellogg Bridge Section, in Douglas County, in connection with Federal Aid Project No. S-216(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

RECEIVED
JAN 18 1961
FOR FILING

C-316 (10)

5525

January 17, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5525 for grading-paving the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County was completed by the contractor, A. L. Harding, Inc., on October 20, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $13,882.74 will be released to the contractor on or after January 27, 1961. The total contract amount is $419,199.49, of which amount $10,944.35 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. L. Harding, Inc.,
P. O. Box 708
Stayton
Oregon

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1960

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

216

5525

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 28, 1960

Mr. A. L. Harding
P. O. Box 708
Stayton, Oregon

Dear Mr. Harding:

Your letter of December 9th protesting liquidated damages charged you on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway, Contract No. 5525, has been referred to this office. A field investigation of the four points listed in your letter to substantiate your protest has been made. The results of this investigation are listed below:

Point 1 - At no time did we restrain you from tearing up the existing roadbed. You were notified that if you did tear it up, you would be required to place rock upon it in order that the public could get through during the winter.

Point 2 - Slide removal in the amount of 18,000 cubic yards between Stations 292 and 292+50 was required. However, the planned excavation between Stations 286 and 297+50 was reduced 16,000 cubic yards due to a grade change which acted to offset the slide material. The total general excavation, including slides, in the contract was 457,285 cubic yards compared to a gross planned amount of 459,800 cubic yards.

Point 3 - We agree that five days were necessary to complete the fencing after completion of the grading. However, this has no bearing on workday charges as the fence work was completed during the time that the subcontractor was placing base rock and leveling course rock at an average daily rate of 2,300 cubic yards.

Point 4 - Work days were counted beginning June 6th of this year. The field informs me that the week from June 6th to June 10th was a week during which you could have worked at least 70 per cent efficiently. You did no work during this week. The week of June 13th to June 17th, you began working

NOTED
ROBERT COOPER

in the rock cut on a small scale. During the week of June 20th to June 24th, you finally got into full production and moved some 31,000 yards of material. At no time during this period did you protest the workday charges made.

The Highway Commission awarded you five additional days over the number allotted in the contract. We can see no basis for recommending any further increases in your workday count.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

FBK:fp:jw

cc ~~W. C. Williams~~ Cooper
F. D. Morgan

CON RSB 202 12-27-60 3 26PM

F B KLABOE

HAGEDORN ON VACATION THIS WEEK, HOWEVER, REGARDING SMITH BRIDGE-KELLOGG BRIDGE SECTION, PARAGRAPH NO.4 OF CONTRACTORS PROTEST OF WORKDAY CHARGES L R CHANDLER BACKS UP HAGEDORNS WORKDAY CHARGE AS FOLLOWS:

1. WEEK OF JUNE 6 TO 10, 1960 CONTRACTOR COULD HAVE WORKED.
2. WEEK OF JUNE 13 TO 17, 1960 CONTRACTOR MADE VERY POOR EFFORT AT WORKING.
3. WEEK OF JUNE 20 TO 24, 1960 CONTRACTOR FINALY GOT INTO PRODUCTION.

RECOMMEND NO DAYS BE ALLOWED FOR THS PORTION OF COMPLAINT.

F D MORGAN

BY 76:,.

OREGON STATE HIGHWAY DEPARTMENT

Roseburg, Oregon
December 19, 1960

SUBJECT: Contractors' protest of liquidated damage charges. A. L. Harding, Inc.
Smith Bridge-Kellogg Bridge Sect.
Elkton-Sutherlin Highway
Contract No. 5525

To: F. D. Morgan
Division Engr.

Attached is a letter from A. L. Harding, Inc. protesting the liquidated damages charges on the subject named project.

He has brought up four points of argument, on which I shall comment in order.

(1) At no time did I, or any of my men, ask the contractor not to tear up the existing roadbed. I did warn the contractor that if he did tear it up that he had better be prepared to place rock upon it in the event of wet weather. The choice of whether or not to work that particular portion of the project was entirely the contractors' at that time.

(2) The slide removal did amount to approximately 18,000 cy., the bulk of which came from between stas. 292 and 295+50. But by the same token, between stas. 286 and 297+50, the planned excavation was reduced some 16,000 cy. due to a grade change. Possibly 20% of this reduced excavation would have been in hard shale, while all of the slide material was common. The total general excavation, including the slides, was 457,285 cy. The gross planned amount was 459,800 cy. The slide material was hauled to adjacent waste areas.

(3) Five days were necessary to complete the fencing after completion of the grading, but this has no bearing on the workday charges. During the time the fence work was being completed, the surfacing subcontractor was placing base rock and levelling course at an average daily rate of 2,300 cy., which was, by far, the bulk of the work of the total chargeable work day.

(4) The contractor resumed work on Monday, June 13, 1959, working on the rock cut sta. 300-305 and moved 2,000 cy. in the entire ensuing week. During the following week, the contractor, working in the cut sta. 300-305, and also in the common material sta. 250-270, moved 31,100 cy. The common material was not uncommonly wet or I would not have permitted it to be placed in the embankments.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Roseburg, Oregon
December 19, 1960

SUBJECT: Protest of liquidated damage charges
Contract No. 5525

To: F. D. Morgan
Division Engr.

The contract was 28 days over the limit; the Highway Commission granted 5 days; total days liquidated damage charges, 23 days.

J R Hagedorn
J. R. Hagedorn
Res. Engr.

attach.

Residence RO 9-2284

Office RO 9-2235

A. L. HARDING INC.

[illegible]

[illegible]

[illegible]

Klabor

December 9, 1960

CONSTRUCTION DIVISION
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NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE DOE

State Highway Dept.
P O Box 551
Roseburg, Oregon

Dear Mr. Hagedorn,

We are writing this letter in protest to the liquidated damages charged us on the Elkton-Sutherlin Highway, Contract No. 5525. We do not feel these charges are justified.

Last fall, when the seasonal rains began, about the first of October, you asked us not to tear up the existing road, which would have created a maintenance problem for the winter traffic. This was agreeable to us; however, in doing this, we were limited in our operation of all our equipment to it's full production. We were charged full time, however, to the 30th of November for all workable days.

During the winter, several slides came down, involving some 18,000 yards. In order to save the State time in arranging for their removal, and money in the removal of these slides, we agreed to do the work for the same unit price as the general excavation on the project. This involved additional time in the extra clearing and in the resloping of each cut, which was a slow process. We were not allowed additional time on the project time count.

Another item that affected the project time was the Force Account fencing. This was done largely in the winter months, it is true, but as you know some portions, where slides and drive-ways were involved, could not be done until the grading was 100% complete. This meant sending the fencing crew back in a second time.

This spring, you began the time count on June 6, stating that 70% production was possible. We feel you are wrong on this point because when we moved in on June 13, a week later, the material was still considerably wet and hard to manage.

Residence RO 8 2284

[illegible] RO 4 2235

A. L. HARDING, INC

Page 2-

Because of the circumstances outlined in this letter, we feel we are entitled to this additional time and we would greatly appreciate your submitting this letter to the Commission and ask that they reconsider this penalty.

Yours very truly,

A. L. HARDING, INC.

cc: Tom Edwards
Gordon Spaulding

RECEIVED
NOV 30 1960
FOR FILING
[illegible]
5525

November 29, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to A. L. Harding, Inc., a portion of the funds heretofore retained by the Commission on contract #5525 for grading-paving the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

This payment, in the amount of $17,247.90, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,197.08. The present payment will be released on or after December 9, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: A. L. Harding, Inc.,
P. O. Box 708
Stayton
Oregon

Form E-1—(Rev.)—

216 (10)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 22, 1960, 19

Section Smith Bridge - Kellogg Bridge

Kind of work Grading & Paving

Highway Elkton-Sutherlin County Douglas

Section prefix 110-1061

Contractor A. L. Harding, Inc.

Contract number 5525

Date of contract July 14, 1959, 19

Specified work days 145

Date work started July 20, 1959, 19

Work days used 168

Project authorization $497,138.08

Exclusive of engineering $461,786.55

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering $461,786.55

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $35,325.08

Engineering cost to date $38,664.00, 109 %

Date project was completed Oct. 19, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	---	100	100	---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The subcontractor finished installation of guardrail on Thursday, Oct. 20, at noon, thus completing the project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1960
NOTED-- CE ACE ACE COE

Signed J R Hagedorn

Address John R. Hagedorn, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.49	2.49		2.43	2.43
Miles partially completed					
Miles completed	2.49	2.49		2.43	2.43
Total estimated quantities (contract)	459,800	52,060		52 ton 320 cy	6,890
Total quantities corrected to date	455,000	55,000			
Estimated quantities moved or placed to date	455,000	55,000		50 ton 320 cy	5,700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	8				
Average force on project for week	6				

Men	5
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Auger.....1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

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SEP 30 1960
FOR FILING
J-216 (12)

5525

September 29, 1960

A. L. Harding, Inc.,
P. O. Box 708
Stayton,
Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time of 20 additional workdays within which to complete your contract #5525 without the assessment of liquidated damages, for grading-paving the Smith Bridge Halloway Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted you an extension of time of 5 additional workdays from 140 days to 145 days without the assessment of liquidated damages. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Frank D. Morgan
John L. Hagedorn
Tom Edwards
R. L. Porter
C. W. Nelson

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1960
FOR FILING
S-212 (11)

September 26, 1960

552

Oregon State Highway Commission

Request for extension of time
No. 7
September 29-30 meeting

Gentlemen:

The contractor on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway, Contract No. 5525, has requested that he be allowed 20 additional days in which to complete the contract work. He bases this request on unusual weather conditions which caused a number of slides. Our investigation has shown that the slide correction work performed on the project did in no way curtail or lessen the efficiency of the mainline contract work itself.

The contractor was, however, prevented from performing contract work during five days at the end of the 1959 construction season in order that he not tear up the road and leave it in an unsuitable condition for the ensuing winter traffic. He was charged five days during this period.

It is therefore recommended that the contractor's request for 20 additional days be denied but that he be allowed five days on the basis that the work was temporarily suspended during the latter part of last year's construction season.

The Bureau of Public Roads concurs in this recommendation. This matter will be on the agenda for your consideration at the September 29-30 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
FBKPfp fn

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JUL 12 1960
FOR FILING

S-216(10)

July 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 233 covering the installation of horizontal drains on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5925, in connection with Federal Aid Project No. S-216(10).

This work is necessary to drain slide areas. The contractor is not equipped to do the work. The State has the special equipment operated by experienced crews and can do the work more economically than by separate contract. This work has been verbally approved by the BPR Area Engineer.

The total estimated amount of the order is $7,800 with Federal participation of $4,750.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw

Encl.

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FOR FILING

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S-216(10)

5525

MEMORANDUM

Utility Billing: Final
Voucher - Oregon
Project S-216(10)
Douglas Electric Cooperative, Inc.

A 100% audit has been made of the Utility billing submitted by the Douglas Electric Cooperative, Inc. in accordance with the provisions of the Approved Secondary Road Plan (unqualified approval).

No citations were made on this bill. The total amount, $326.24, as claimed by the Douglas Electric Cooperative, Inc., is approved, as substantiated by audit work papers, and claim as eligible for Federal Participation in accordance with P.P.M. 30-4, Bureau of Public Roads.

C H Maison

C. H. Maison
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
General Files

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FOR FILING

S216(10)

552-

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1960

SUBJECT: Proposed Grade Change
Smith Bridge-Kellogg Bridge
Elkton-Sutherlin Highway

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
P. O. Box 550
Roseburg, Oregon

The proposed grade change between Station 250 and Station 299 on this highway whereby approximately 16,000 cubic yards of excess excavation will be eliminated is approved.

The profile forwarded is returned.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper

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OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 18, 1960

SUBJECT: Proposed Grade Change
Smith Bridge-Kellogg Bridge
Elkton-Sutherlin Highway
Contract 5525

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

I submit herewith for your consideration and approval a work profile showing a proposed grade change on subject named project. This grade change will begin at Station 250 and end at Station 299 and will involve the changing of a +5.079 grade to a +5.1698 percent grade. This difference in percent of grade is rather minor but will provide for the elimination of approximately 16,000 cubic yards of earthwork.

Upon checking the excavation quantities for this project, it was found that there were approximately 25,000 cubic yards materials in excess over what is shown on the plans. 15,000 cubic yards of the excess occurred at the south end of the project and was apparently due to the difference in grade adjacent to the Kellogg Bridge. The roadbed was constructed in a thorough cut to approximate bridge grade and involved considerable quantities which were not shown on the original plans.

10,000 cubic yards appeared in excess at the north end of this project apparently due to the construction of a 12° curve connection at the north end of the project to the existing highway. Quantities for this connection were not shown on the original plans.

The excess materials on both north and south ends of the project were hauled toward the center thus creating an excess of approximately 25,000 cubic yards in the center of the project where the excavation work is still in an uncompleted stage.

The proposed grade change as shown on the attached profile reduces the general excavation in the center of the project by approximately 16,000 cubic yards and effects a balance for the remaining roadbed excavation and embankment throughout the project. No additional right of way will be needed.

Att: F. B. Klaboe

Please be advised that there is approximately 14,000 cubic yards of moist slide material to waste. This material will be incorporated to form a counterbalance for the high fill adjacent to Station 295 to Station 300+00. A Price Agreement and sketches covering the removal and disposal of the slide material will be submitted soon.

Following is a summation of excavation quantities revised and corrected to date:

Excavation from the plans	Net Quantity	418,000 C.Y's.
	Gross Quantity	460,000 C.Y's.
Excavation as Staked	Net Quantity	452,000 C.Y's.
Grade Change Eliminates		16,000 C.Y's.
Total After Grade Change	Net Quantity	436,000 C.Y's.

The overall earthwork for this project is 436,000 cubic yards which when added to the 14,200 cubic yards of slide material brings the total excavation on this project to 450,200 cubic yards which is less than the gross amount as stated above.

I recommend that this grade change be approved by your office and that approval from the Bureau be obtained if such approval is necessary.

F. D. Morgan
Division Engineer

dls
encl.

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FOR FILING

S 216(10)

5525

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February 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224,238 covering seeding and mulching on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5525, in connection with Federal Aid Project No. S-216(10).

This work is necessary for erosion control on cut and fill slopes throughout the project. The contractor is not equipped to do this work. The State has the necessary equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total amount of this order is $3,840.00 with Federal participation of $2,304.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
CN:sm

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FOR FILING

S 216(10)

5525

November 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the construction of Type 2 right of way fence on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5525, in connection with Federal Aid Project No. S-216(10).

This work is necessary to prevent trespass of stock on the highway and is in accordance with rights of way agreements, files 29456, 29458, 29459, 29460 and 29461.

The fence is to be constructed by the contractor on force account basis. The work has not been started. This order has been tentatively approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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AUG [illegible] 1959

When replying, refer to
08-35.4

S 216(10)

408 State Highway Bldg.
Salem, Oregon

August 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-216(10), Smith Bridge-Kellogg Bridge Section, Elkton-Sutherlin Highway, State Contract No. 5525 - Order for State Force Work-Temporary Directional Signing. Estimated cost $300. Federal Funds $186.

Dear Sir:

Reference is made to your letter dated August 19, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

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FORREST COOPER

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AUG 24 1959

FOR FILING

August 19, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering directional signing on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5525, in connection with Federal Aid Project No. S-216(10).

This work is necessary for the direction and guidance of traffic during construction. It does not include signs, lights and barricades required of the contractor for the safety of traffic and workmen.

The contractor is not equipped to do this work. The State has the special equipment and experienced crews. The amount is too small to contract. The materials to be used are purchased on the open market through competitive bids.

The estimated amount of the order is $300, with Federal participation of $186.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encs.

Contract # 5525 8-14

RECEIVED
AUG 17 1959
FOR FILING

Monthly Transaction No.	For 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Douglas**
Project Report No. 4 S-216 (10)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-216(10)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5525

Project termini

Smith Bridge (North crossing Umpqua River to Kellog Bridge)
(South Crossing Umpqua River)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	7-14-58	---
Rights-of-Way		
Construction	5-28-59	2.2
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 497,145	Federal funds $ 307,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Smith Bridge-Kellogg Bridge Section, Project No. S-216(10).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Smith Bridge-Kellogg Bridge Section, Project No. S-216(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-216(10)

SMITH BRIDGE-KELLOGG BRIDGE SECTION OF THE ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1959

Type Code P. E.

Preliminary Engineering	All Required			$ 15,000.00

Type Code 6201
Roadway (Sta. 209+43.67 to Sta. 314+00)(Contract No. 5525)

Clearing and Grubbing	All Required			$ 31,000.00
Drainage Excavation, Unclassified	3,020	cu. yds.	$ 3.00	9,060.00
Embankment Foundation Excavation, Unclassified	770	cu. yds.	0.50	385.00
General Excavation, Unclassified	459,800	cu. yds.	0.30	137,940.00
Short Overhaul	1,150,000	yd. stas.	0.01	11,500.00
Long Overhaul	15,700	C-yd. stas.	0.40	6,280.00
Finishing Roadbed and Slopes	All Required			2,000.00
Rounding Cutbanks	12,600	lin. ft.	0.20	2,520.00
12-inch Corrugated Metal Pipe	300	lin. ft.	3.00	900.00
18-inch Corrugated Metal Pipe	1,360	lin. ft.	4.50	6,120.00
18-inch Corrugated Metal Pipe, 14 Gage	220	lin. ft.	5.00	1,100.00
24-inch Corrugated Metal Pipe, 10 Gage	300	lin. ft.	9.50	2,850.00
36-inch Corrugated Metal Pipe, 8 Gage	310	lin. ft.	16.00	4,960.00
12-inch Concrete Pipe	26	lin. ft.	2.50	65.00
30-inch Concrete Pipe, Extra Strength	160	lin. ft.	10.00	1,600.00
6-inch Perforated Metal Drain Pipe	660	lin. ft.	1.90	1,254.00
8-inch Perforated Metal Drain Pipe	2,300	lin. ft.	2.25	5,175.00
12-inch Perforated Metal Drain Pipe	410	lin. ft.	3.25	1,332.50
Special Backfill in Drains	620	cu. yds.	8.00	4,960.00
Metal Guard Rail	5,500	lin. ft.	2.35	12,925.00
Guide Posts, Type W-2	70	only	4.95	346.50
Coarse Crushed Material in Base	45,300	tons	2.10	95,130.00
3/4" - 0 Material in Base	6,525	tons	2.80	18,270.00
Sprinkling	1,435	M-gals.	3.50	5,022.50
Preparation of Base	All Required (95%)			475.00
3/4" - 0 Material in Binder Course	304	cu. yds.	4.80	1,459.20
MC-3 Asphalt	50	tons	52.00	2,600.00
Asphaltic Concrete Mixture	6,310	tons	6.15	38,806.50
85-100 Asphalt in Mixture	378	tons	36.50	13,797.00
Extra for Paving Approaches	6	only	30.00	180.00
				$420,013.20

Seeding and Mulching	All Required	$ 4,000.00
Flagging (57½% of Contractor's Cost)	All Required	2,000.00
Slide Removal	All Required	10,000.00
Work by Douglas Electric Coop.	All Required	1,500.00
Work by Umpqua Telephone Co.	All Required	500.00
Signing (Temporary)	All Required	175.00
Signing (Permanent)	All Required	125.00
	Subtotal	$ 438,313.20
	10% Engr. & Cont.	43,831.32
	Total	$ 482,144.52

Length of Roadway - - - - - - - - - - - 2,154 Miles
Cost of Roadway Per Mile- - - - - - - - $223,836.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 9,000.00	$ 6,000.00
Roadway	482,144.52	298,000.00	184,144.52
	$497,144.52	$307,000.00	$190,144.52

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

RECEIVED
AUG 6 - 1959
FOR FILING

8-216
5525

FORM E-12

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 6, 1959

A. L. Harding, Inc.,
P. O. Box 706
Stayton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5525, awarded July 14, 1959, for grading-paving the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUL 24 1959
FOR FILING

[illegible]

5525

July 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 20, 1959, on Contract No. 5525, Smith Bridge-Kellogg Bridge Section, in Douglas County, in connection with Federal Aid Project No. S-216(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

RECEIVED
AUG 7 - 1959
FOR FILING

J. 2L (11)

5525

July 14, 1959

A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 accepted your proposal for grading and paving on the Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County for the sum of $422, 501 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5525.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 14, 1959
2:45 p.m.

A. L. Harding, Inc.
P. O. Box 708
Stayton, Oregon

Contract for Smith Bridge-Kellogg Bridge Section of Elkton-Sutherlin Highway in Douglas County for which you submitted low bid on June 16, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

R

RECEIVED
MAR 27 1959
FOR FILING

[illegible]

0525

March 26, 1959

Oregon State Highway Commission

Gentlemen:

We have completed our survey for the grading and paving of 2.5 miles on the Smith Crossing-Kellogg Section of the Elkton-Sutherlin Highway in Douglas County. This project is presently scheduled for letting on July 7.

It is my recommendation that you approve this survey and grant authority for the acquisition of the necessary rights of way. The details are shown on the attached map.

This matter will be on the agenda for your consideration at the April 16-17 meeting.

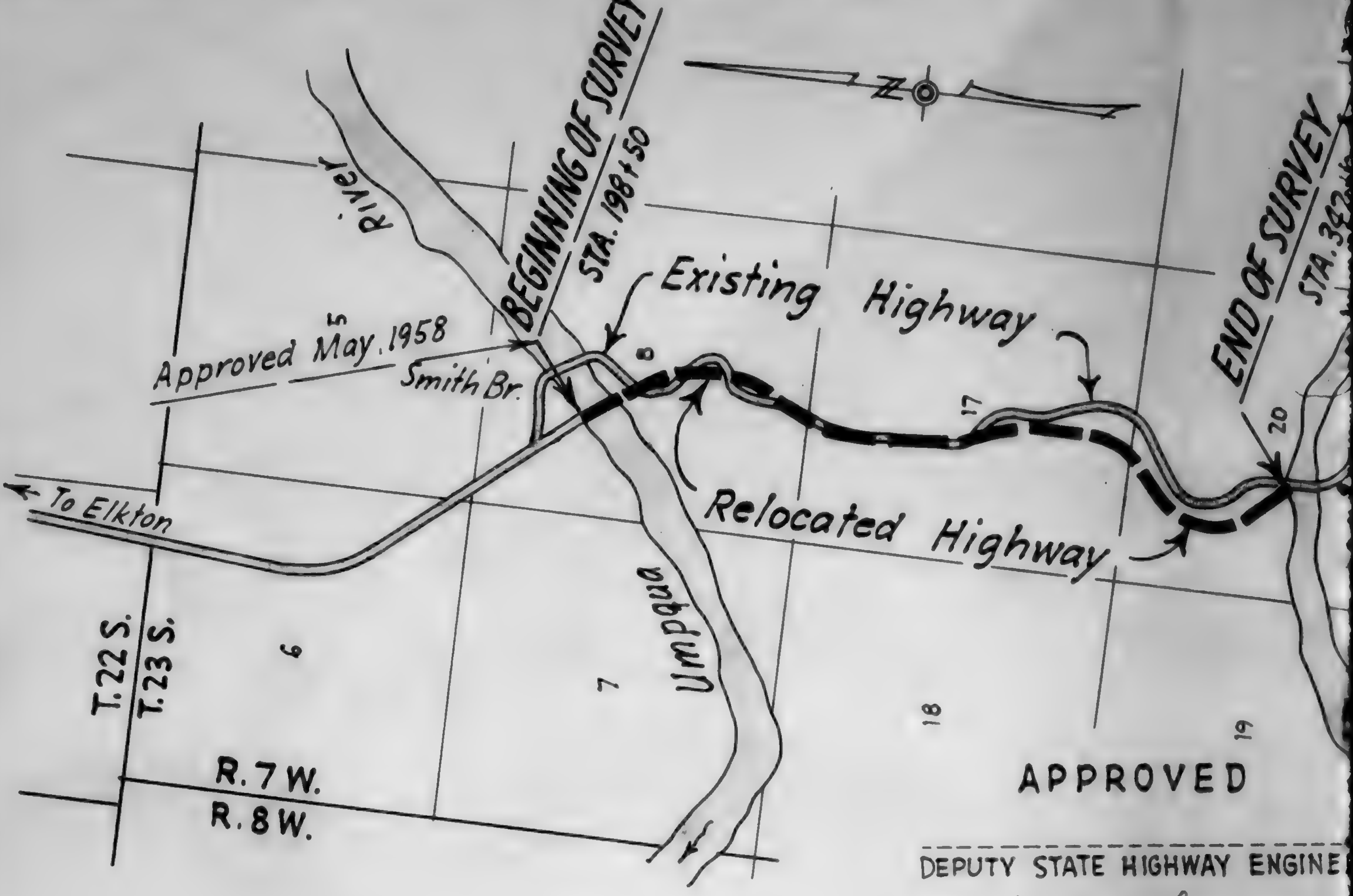
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ae

cc to: Mr. Tom Edwards
Mr. Walter T. Wright

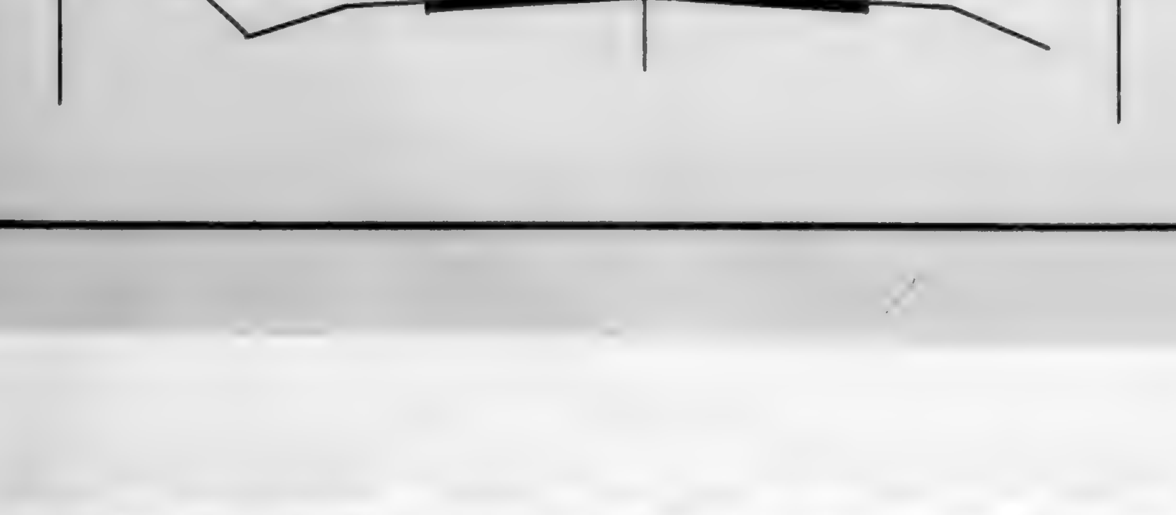

BEGINNING OF SURVEY
STA. 198+50
N
River
Existing Highway
END OF SURVEY
STA. 342
Approved May 15, 1958
Smith Br.
8
17
20
To Elkton
Relocated Highway
T.22 S.
T.23 S.
6
7
Umpqua
18
19
R.7 W.
R.8 W.

APPROVED

DEPUTY STATE HIGHWAY ENGINE

Date: March 23, 19

TYPICAL SECTION


80'-200'
80'-230'
4'
11'
11'
4'
R/W Line
R/W Line

OREGON STAT

Surv

SMITH CROSS

ELKTON - K

ELKTON-S

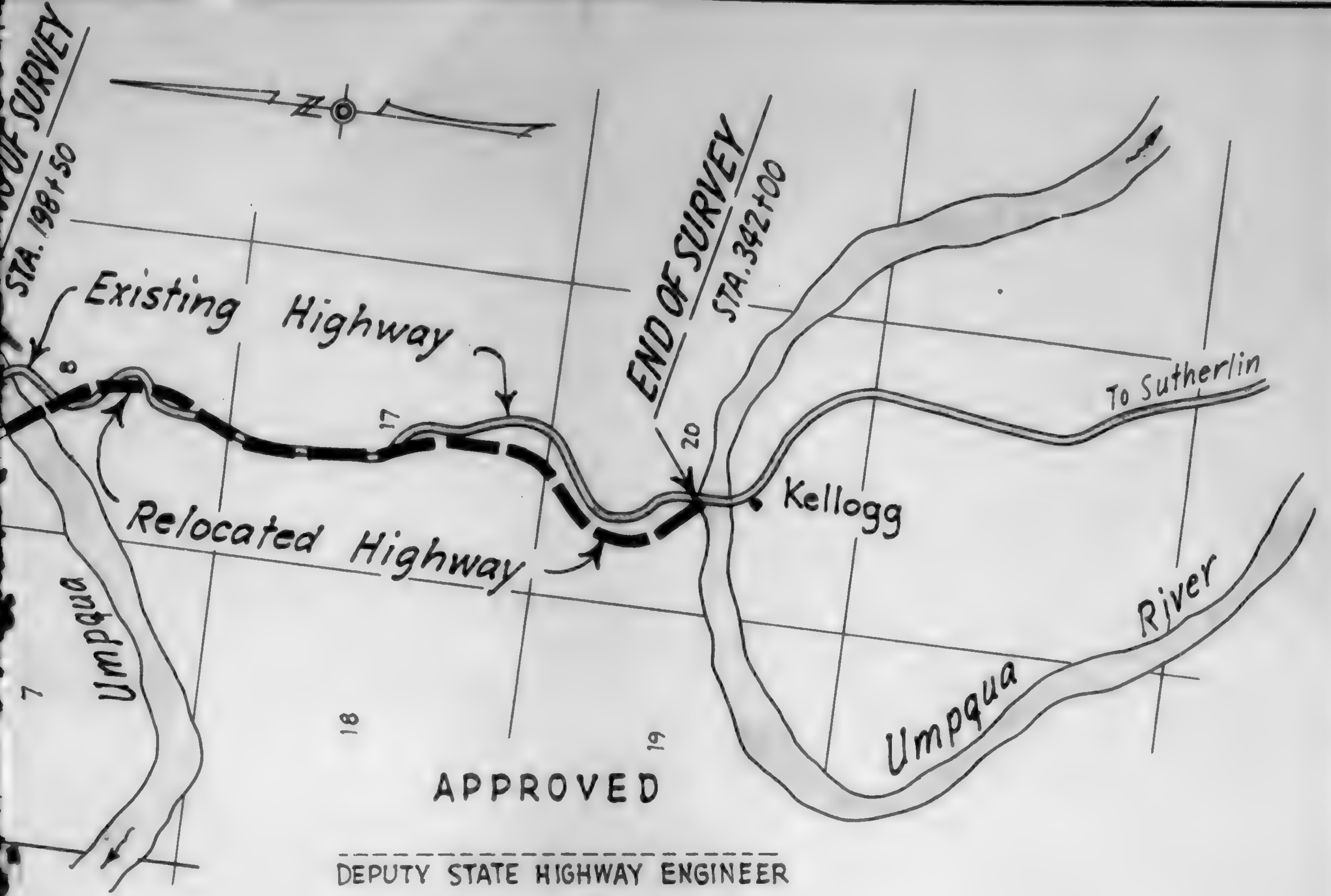
DOUG

Scale: 2" = 1

DRG.

For details see

IR-5-1260

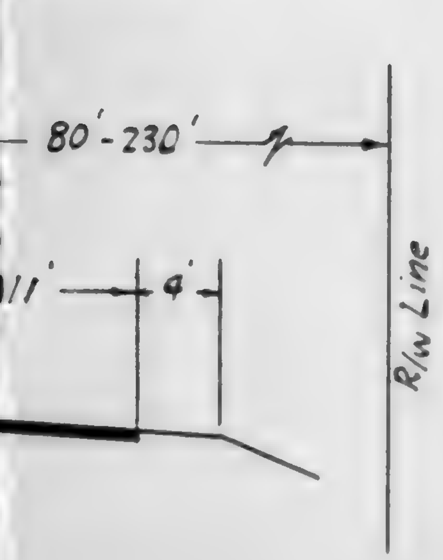

OF SURVEY
STA. 198+50
Existing Highway
END OF SURVEY
STA. 342+00
To Sutherlin
8
17
20
Kellogg
Relocated Highway
Umpqua
7
18
19
Umpqua River

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: March 23, 1959

ECTION


80'-230'
11'
4'
R/W Line

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SMITH CROSSING - KELLOGG UNIT
ELKTON - KELLOGG SECTION
ELKTON-SUTHERLIN HIGHWAY

DOUGLAS COUNTY

Scale: 2" = 1 Mile. Mar., 1959

DRG.NO. IR-5-1260

For details see Drg. No. 8B-13-11, Feb., 1959

RECEIVED

FORM E-38 50M 5-56 12046

S 216 (10)

5525

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Survey Approval Maps
Smith Crossing-Kellogg Unit
Elkton-Kellogg Section
Elkton-Sutherlin Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey approval map for submission to the Commission.

It is presently scheduled for the July 7th letting and is 2.5 miles in length.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:law

Attachments

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1959
FOR FILING

S216(10)

5525

Salem, Oregon
March 10, 1959

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of March 6, 1959, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

> Smith Bridge-Kellogg Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County. 4.0 miles. Map 8B-13-11. Prefix 110-2504 (same as for Elkton-Smith Bridge Section).

S. H. Probert
Office Engineer

SHP:bb

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MAR 10 1959
FOR FILING

S-216(10)

5585

When replying, refer to:
08-35.3

408 State Highway Bldg.
Salem, Oregon

March 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our July 14, 1958 letter regarding the sixtieth program of projects involving participation in Federal-aid Secondary funds withheld right-of-way authorization on Item 553, Project S-216(-), Smith Bridge-Kellogg Bridge Section, pending indication of approximate limits on drawings in accordance with paragraph 4-c of PPM 21-4.1.

Based on the information furnished on Drawing No. 8B-13-11, you are authorized to proceed with acquisition of right-of-way in connection with Item 553, Project S-216(-), effective March 6, 1959.

This Stage 1 authorization shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Very truly yours,

C. G. Polk
Division Engineer

S-249(3) Academy St.-Coast Jct. 1959
(Dallas) Sec. (Grad. &
#5526 Pav.)

C&A
2089

RECEIVED FOR FILING
NOTED W. C. WILLIAMS
RECEIVED OFFICE OF STATE HIGHWAY ENGINEER

W.C

May 19, 1960

Academy St.-Coast Jct. (Dallas)
Contract No. 5526

FINAL COST ANALYSIS

Grading and Paving
Contractor: Central Paving Company
Resident Engineer: Ross M. Harris

Prefix 127-1051
Project #S-249(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	840.00		694.03	840.00
Removal of Concrete & Masonry	100%	All	500.00		402.81	500.00
Drainage Excavation	581.46	Cu.Yd.	3.00	2.50	1,453.65	1,744.38
General Excavation	2,076.2	Cu.Yd.	0.50	0.86	1,787.93	1,038.10
Finish R.B. & Slopes	.43	Mile	1,000.00	820.93	353.00	430.00
48" Corr.Metal Pipe	12	Lin.Ft.	20.70	19.73	236.76	248.40
8" Concrete Sewer Pipe	109	Lin.Ft.	1.65	1.55	168.95	179.85
10" Concrete Sewer Pipe	85	Lin.Ft.	1.70	1.60	136.00	144.50
12" Concrete Sewer Pipe	776	Lin.Ft.	1.85	1.75	1,358.00	1,435.60
18" Concrete Sewer Pipe	48	Lin.Ft.	3.40	3.25	156.00	163.20
24" Concrete Sewer Pipe	705	Lin.Ft.	3.75	3.60	2,538.00	2,643.75
Extra for Pipe under Pavement	95	Lin.Ft.	3.65	2.10	199.50	346.75
Concrete Inlets, Type "GB"	10	Each	68.00	65.00	650.00	680.00
Concrete Inlets, Type "GB-2"	1	Each	79.00	75.00	75.00	79.00
Concrete Manholes	3	Each	168.00	160.00	480.00	504.00
Adjustment of Manholes	4	Each	31.50	23.63	94.50	126.00
Concrete Curbs	125.03	Cu.Yd.	41.00	33.55	4,914.86	5,126.23
Class "A" Concrete	3.86	Cu.Yd.	45.00	42.50	164.05	173.70
Metal Reinforcements	226.49	Lbs.	0.20	0.20	45.30	45.30
Concrete Driveways	397.65	Sq.Yd.	4.65	4.45	1,769.54	1,849.07
Concrete Walks	1,659.08	Sq.Yd.	3.75	3.60	5,972.69	6,221.55
Salv.& S.P.Guard Rail Posts	30	Each	3.00	1.63	48.96	90.00

FINAL COST ANALYSIS - Contract No. 5526
Academy Street-Coast Junction (Dallas)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr.Mat'l in Base	1,348.5	Cu.Yd.	3.00	2.91	3,918.78	4,045.50
3/4"-0 Cr.Mat'l in Base	591.5	Cu.Yd.	3.50	3.37	1,990.77	2,070.25
Sprinkling	61	M-Gal.	5.00	3.08	187.78	305.00
Preparation of Base	.43	Mile	1,000.00	1,336.63	574.75	430.00
Class "B" Asphaltic Concrete	1,767.993	Ton	8.50	7.42	13,125.76	15,027.94
RS-1 Asphalt	1.5	Ton	50.00	47.53	71.30	75.00
Extra for Paving Approaches	16	Each	30.00	10.06	305.00	480.00
PA#1 6" Conc.Perf.Pipe	300	Lin.Ft.	2.25	2.00	600.00	675.00
PA#1 Sp.Backfill in Drains	44.86	Cu.Yd.	6.70	5.09	228.15	300.56
Force Account					367.84	403.14
					$ 45,069.66	$ 48,421.77

Gross Revenue	$ 48,421.77
Total Cost	45,069.66
Net Profit	$ 3,352.11

Net Profit equals 6.9% of Gross Revenue

DETAIL OF COSTS - Contract No. 5526

Labor:				
Labor			$ 6,806.31	
Labor Insurance			510.47	
Health and Welfare			204.19	$ 7,520.97
Materials:				
Coarse Crushed Gravel from Commercial Plant	1,348.4 Cu.Yd.	@ $1.75	2,359.70	
3/4"-0 Crushed Fravel from Commercial Plant	591.5 Cu.Yd.	@ $2.00	1,183.00	
Cl. "B" Asphaltic Concrete	1,768 Ton	@ $4.35	7,710.88	
RS-1 Asphalt Incl. Freight	1.5 Ton	@ $29.33	44.00	
Backfill Material			116.00	11,413.58
Equipment Rentals & Miscellaneous Supplies:				
Equipment Rental			2,865.50	
Gas, Oil ahd Grease			818.50	
Bond			290.39	
P.U.C.			58.75	
P.L. and P.D. Insurance			85.08	
Freight and Cartage			132.85	
Small Tools and Misc. Supplies			112.80	
Amount Paid E.N. Peterson for Concrete Work			13,591.44	
Amount Paid Scharff Bros., for Pipe Work			7,536.29	
Home Office and General Overhead			643.51	26,135.11
		TOTAL COST		$ 45,069.66

Remarks - Contract No. 5526

This was a "Federal Aid Secondary Project" calling for the grading and paving of 0.43 mile of highway roadbed on the Academy Street-Coast Street (Dalls) Section of the Dallas- Rickreall Highway in Polk County.

The contract was bid June 16, 1959, awarded July 14, 1959. Work started July 8, 1959 and the project was completed November 3, 1959.

The contractor started the excavation the first week in August with one HD-14 tractor with front end loader, one 8-cubic yard truck and one cat #12 blade. The excavation consisted of common material and was removed from both sides of the existing pavement. As this material was removed, it was replaced with rock so as not to create a hazard. Good progress was made on the excavation.

The drainage excavation and the pipe installation were performed by Scharff Brothers at below bid prices. Good progress was made on these items.

The concrete work was done by E.N. Peterson, cement contractor, at below bid prices.

The crushed gravel was purchased from the contractor's commercial gravel plant and hauled to the project with their own trucks and processed with their equipment.

The Class "B" asphaltic concrete was purchased from the contractor's plant at Salem and hauled with 14 trucks. The equipment used to process this material consisted of one Barber-Greene paver, two rollers and one blade. Good progress was made on the paving.

The contractor had good bid prices, good equipment and personal supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
FEB 23 1960
FOR FILING

5526

February 19, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5526 for grading-paving the Academy St.-Coast St. Section (Dallas) of the Dallas-Rickreall Secondary Highway in Polk County was completed by the contractor, Central Paving Company, on November 3, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $1,474.74 will be released to the contractor on or after February 29, 1960. The total contract amount is $48,421.77, of which amount $403.14 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

5526

December 24, 1959

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co., on contract #5526 for grading-paving the Academy St.-Coast St. Section (Dallas) on the Dallas-Rickreall Secondary Highway in Polk County.

This payment, in the amount of $1,935.41, will be released to contractor on or after January 4, 1960. The retained percentage is $1,451.97.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
NOV 25 1959
FOR FILING
S-249(3)

5526

November 25, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Central Paving Co., a portion of the funds heretofore retained by the Commission on contract #5526 for grading-paving the Academy St.-Coast St. Section (Dallas) of the Dallas-Rickreall Secondary Highway in Polk County.

This payment, in the amount of $4,937.98 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,392.11. The present payment will be released on or after December 7, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

S 241(3)
552

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 6, 1959

Section Academy St. - Coast Jct. (Dallas)

Kind of work Grading & Paving

Highway Dallas-Rickreall County Polk

Section prefix 127-1051

Contractor Central Paving Co.

Contract number 5526

Date of contract July 14, 1959

Specified work days 75

Date work started Jluy 8, 1959

Work days used 71

Project authorization $ 61,370.21

Exclusive of engineering $ 57,006.11

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $ 53,321.11

Estimated per cent overrun or underrun - 6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4,364.10

Engineering cost to date $ 4,642.87, 106 %

Date project was completed November 3, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed project Tuesday, November 3, 1959.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1959
NOTED

Signed Ross M. Harris Ross M. Harris

Address Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.43	0.43			0.43
Miles partially completed					
Miles completed	0.43	0.43			0.43
Total estimated quantities (contract)	2,760	2,560			1,800
Total quantities corrected to date	2,000	1,950			1,620
Estimated quantities moved or placed to date	2,000	1,950			1,620
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	foggy		
Tuesday	rain		
Wednesday	clear		
Thursday	clear		
Friday	cloudy		
Saturday			

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NOV - 5 1959
FOR FILING

S249(3)

5526

November 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 3, 1959, on Contract No. 5526, Academy St.-Coast Jct. (Dallas) Section, in Polk County, in connection with Federal Aid Project No. S-249(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

A

RECEIVED
OCT 21 1959
FOR FILING

S-249(3)

5526

October 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, account No. 224, covering seeding and mulching on the Academy Street-Coast Junction (Dallas) Section of the Dallas-Rickreall Highway in Polk County, Contract No. 5526, in connection with Federal Aid Project No. S-249(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $100.00, with Federal participation of $60.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb.
Enc.

Contract No. 5526 8 14 59 A

RECEIVED AUG 17 1959 FOR FILING

Monthly Transaction No. 9-99	For R-2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
		County **Polk**
Project Report No. S-249 (3)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-249(3)**

5526

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Dallas (Academy St.-Jct. FAS 137) Section
(Dallas Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**5-19-59**	**----**
Rights-of-Way		
Construction	**5-19-59**	**0.4**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **54,613**	Federal funds $ **33,700**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Academy Street-Coast Junction (Dallas) Section, Project No. S-249(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Academy Street-Coast Junction (Dallas) Section, Project No. S-249(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-249(3)

[illegible]

SECTION OF THE [illegible] HIGHWAY

IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1959

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 620
Roadway (Sta. 0+15 to Sta. 23+50)(Contract No. [illegible])

Clearing and Grubbing	All	Required		$ 840.00
Removing Concrete and Masonry	All	Required		500.00
Drainage Excavation, Unclassified	620	cu. yds.	3.00	1,860.00
General Excavation, Unclassified	2,760	cu. yds.	0.50	1,380.00
Finishing Roadbed and Slopes	0.43	miles	1,000.00	430.00
48-inch Corrugated Metal Pipe	22	lin. ft.	20.70	455.40
8-inch Sewer Pipe	190	lin. ft.	1.65	313.50
10-inch Sewer Pipe	100	lin. ft.	1.70	170.00
12-inch Sewer Pipe	870	lin. ft.	1.85	1,609.50
18-inch Sewer Pipe	56	lin. ft.	3.40	190.40
24-inch Sewer Pipe	800	lin. ft.	3.75	3,000.00
Extra for Pipe Under Pavement	110	lin. ft.	3.65	401.50
Concrete Inlets, Type "CG"	11	only	68.00	748.00
Concrete Inlets, Type "CG-2"	1	only	79.00	79.00
Concrete Manholes	3	only	168.00	504.00
Adjustment of Manholes	2	only	31.50	63.00
Concrete Curbs	120	cu. yds.	41.00	4,920.00
Class "A" Concrete	4	cu. yds.	45.00	180.00
Metal Reinforcement	160	lbs.	0.20	32.00
Concrete Driveways	500	sq. yds.	4.65	2,325.00
Concrete Walks	410	sq. yds.	3.75	1,537.50
Salvaging and Stockpiling Guard Rail Posts	30	only	3.00	90.00
Coarse Crushed Material in Base	2,180	cu. yds.	3.00	6,540.00
3/4" - 0 Material in Base	300	cu. yds.	3.70	1,110.00
Sprinkling	70	M-gals.	5.00	350.00
Preparation of Base	0.43	miles	1,000.00	430.00
3/4" - 0 Material in Binder Course	44	cu. yds.	5.00	220.00
RC-3 Asphalt	8	tons	60.00	480.00
Class "B" Asphaltic Concrete	1,800	tons	8.50	15,300.00

MC-1 Asphalt	1 ton	$50.00	$ 50.00
Extra for Paving Approaches	7 only	30.00	210.00
			$46,538.80
Signing (Temporary)	All Required		100.00
Signing (Permanent)	All Required		500.00
Flagging (57½% of Contractor's Cost	All Required		500.00
Seeding and Mulching	All Required		100.00
Work by the City of Dallas (Water Mains)	All Required		1,000.00
	Subtotal		$48,738.80
	10% Engr. & Cont.		4,873.88
	Total		$53,612.68

Length of Roadway - 0.435 Mile
Length of 1 Structure - 0.014 Mile (Exception)
Total Length - 0.449 Mile

Cost of Roadway Per Mile - $123,247.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00	$
Roadway	53,612.68	33,100.00	7,109.68	13,403.00
	$54,612.68	$33,700.00	$7,509.68	$13,403.00

State Funds For Const: Chap. 175, Laws 1927; Chap. 32, Laws 1929;
Chap. 529, Laws 1939.

State Funds For Maint: Chap. 529, Laws 1939.

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 28 1959
FOR FILING

£ 249 (3)

5526

July 28, 1959

Central Paving Company
Foot of "C" Street
Independence
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5526, awarded July 14, 1959, for grading-paving the Academy St.-Coast Jct. Section (Dallas) of the Dallas-Rickreall Secondary Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL 16 1959
FOR FILING

S249(3)

5526

July 15, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 8, 1959, on Contract No. 5526, Academy Street-Coast Junction (Dallas) Section, in Polk County, in connection with Federal Aid Project No. S-249(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
AUG 7 - 1959

FOR FILING
1-249(3)

5526

July 14, 1959

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 accepted your proposal for grading and paving on the Academy St.-Coast Junction Section of the Dallas-Rickreall Highway in Polk County for the sum of $51,751.30, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This letter is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5526.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	x
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 14, 1959
2:45 p.m.

Central Paving Co.
P. O. Box 38
Independence, Oregon

Contract for Academy St.-Coast Jct. Section of Dallas-Rickreall Highway in Polk County for which you submitted low bid on June 16, 1959, awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
MAY 28 1959
FOR FILING
3249([illegible])
55[illegible]

May 27, 1959

Mrs. Nick Martens, City Recorder
City Hall
Dallas, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of a Cooperative Agreement between the State Highway Commission and the City of Dallas covering Academy St.-Coast Junction (Dallas) Section of the Dallas-Rickreall Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 29 1959
FOR FILING

S-249(3)

5526

MISC. CONTRACTS and
AGREEMENTS No. 5527

Salem, Oregon
May 27, 1959

Cooperative Construction Agreement
Academy St.-Coast Junction (Dallas) Sec.
Dallas-Rickreall Hwy.
City of Dallas

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Dallas covering Academy St.-Coast Jct. (Dallas) Section of the Dallas-Rickreall Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Dallas, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 20, 1959
Salem, Oregon

SUBJECT: Cooperative Construction Agreement
Academy St.-Coast Junction (Dallas) Sec.
Dallas-Rickreall Highway
City of Dallas

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on December 12, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
Paxson
Assistant State Highway Engineer

[illegible] COMMISSION
DATE 12.12.58 Min. Page 49
Floyd Query
Secretary

RECEIVED
MAY 8 - 1959

FOR FILING
8-249(3)

5526

May 7, 1959

Oregon State Highway Commission

Gentlemen:

Our survey has been completed for the grading and paving of 0.45 mile of the Academy Street-Coast Junction Section of the Dallas-Rickreall Highway in Polk County. This project is scheduled for the May 26, 1959 letting.

It is our recommendation that you approve this survey and grant authority for the acquisition of the necessary rights of way. The details of the survey are shown on the attached map.

This matter will be on the agenda for your consideration at the May 28-29 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Tom Edwards
Mr. Walter T. Wright

FC:fm:ae

FORM E-30 50M 11-56 15660

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1959

SUBJECT: Survey Approval Maps
Academy St.-Coast Jct. Section
Dallas-Rickreall Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey approval map for submission to the Commission.

No public hearing was required. This is presently scheduled for May 26 bids. The overall length is .45 mile.

Tom Edwards
Construction Engineer

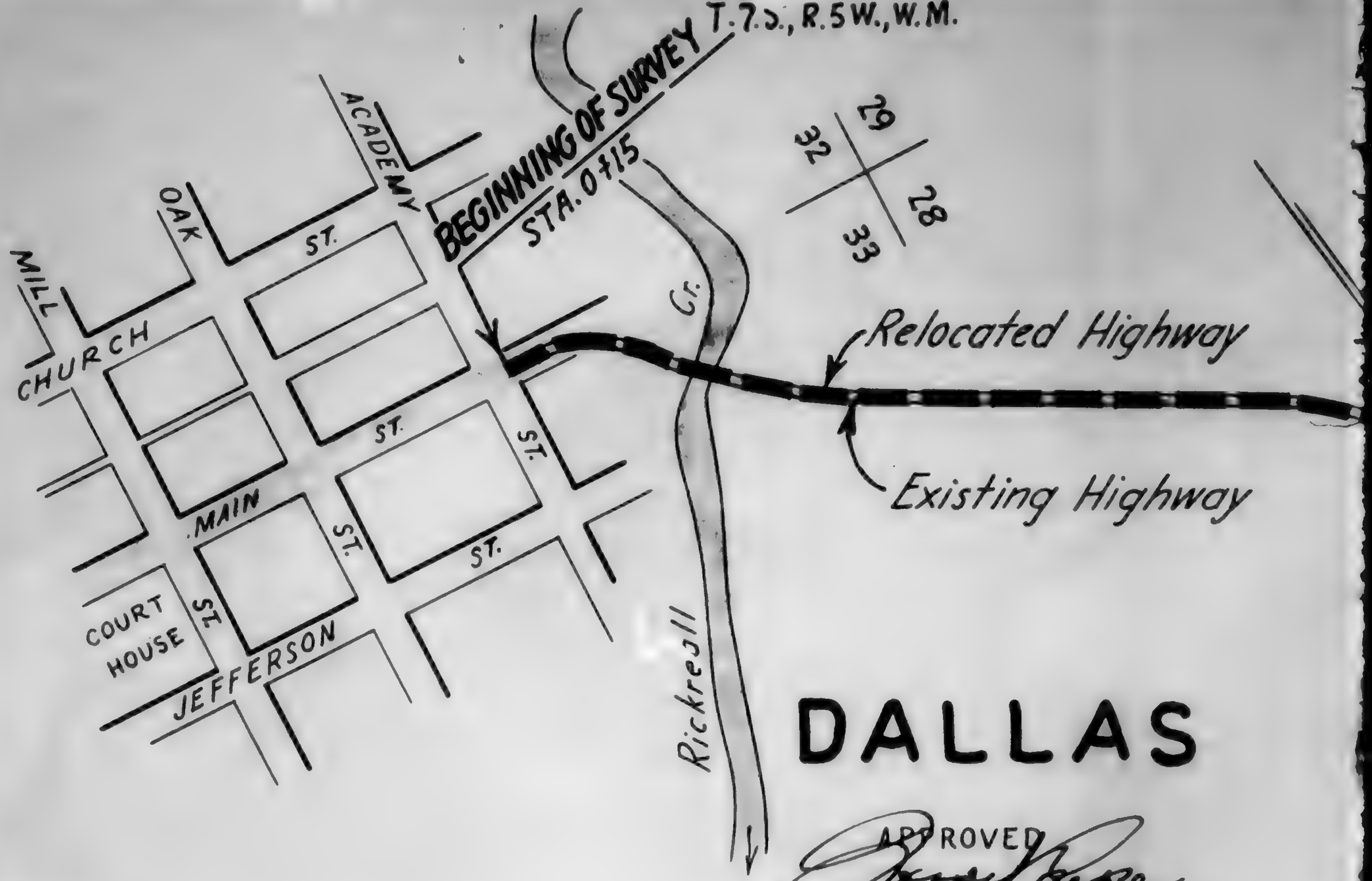
By D J Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:law

Attachments

RECEIVED
MAY - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

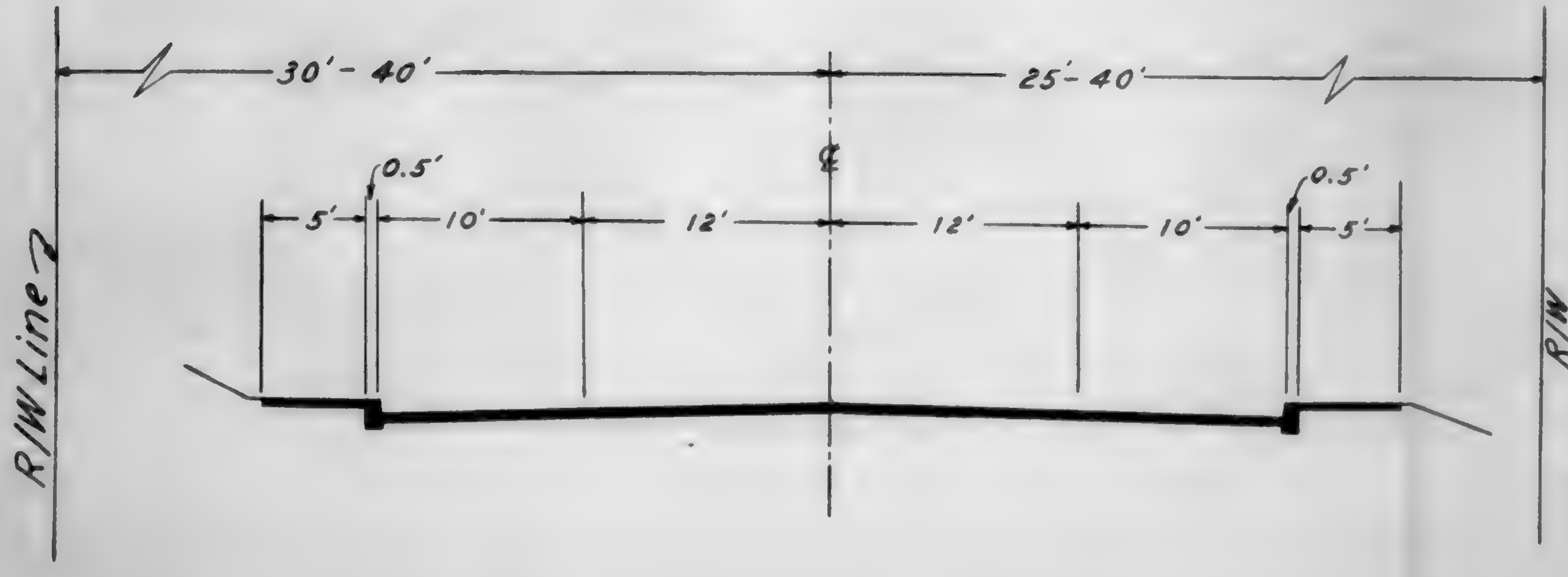

BEGINNING OF SURVEY T.7S., R.5W., W.M.
STA. 0+15
29
32
28
33
ACADEMY
OAK
MILL
CHURCH
ST.
ST.
MAIN
ST.
ST.
ST.
COURT HOUSE
ST.
JEFFERSON
Cr.
Rickreall
Relocated Highway
Existing Highway

DALLAS

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
May 6, 1959
DATE

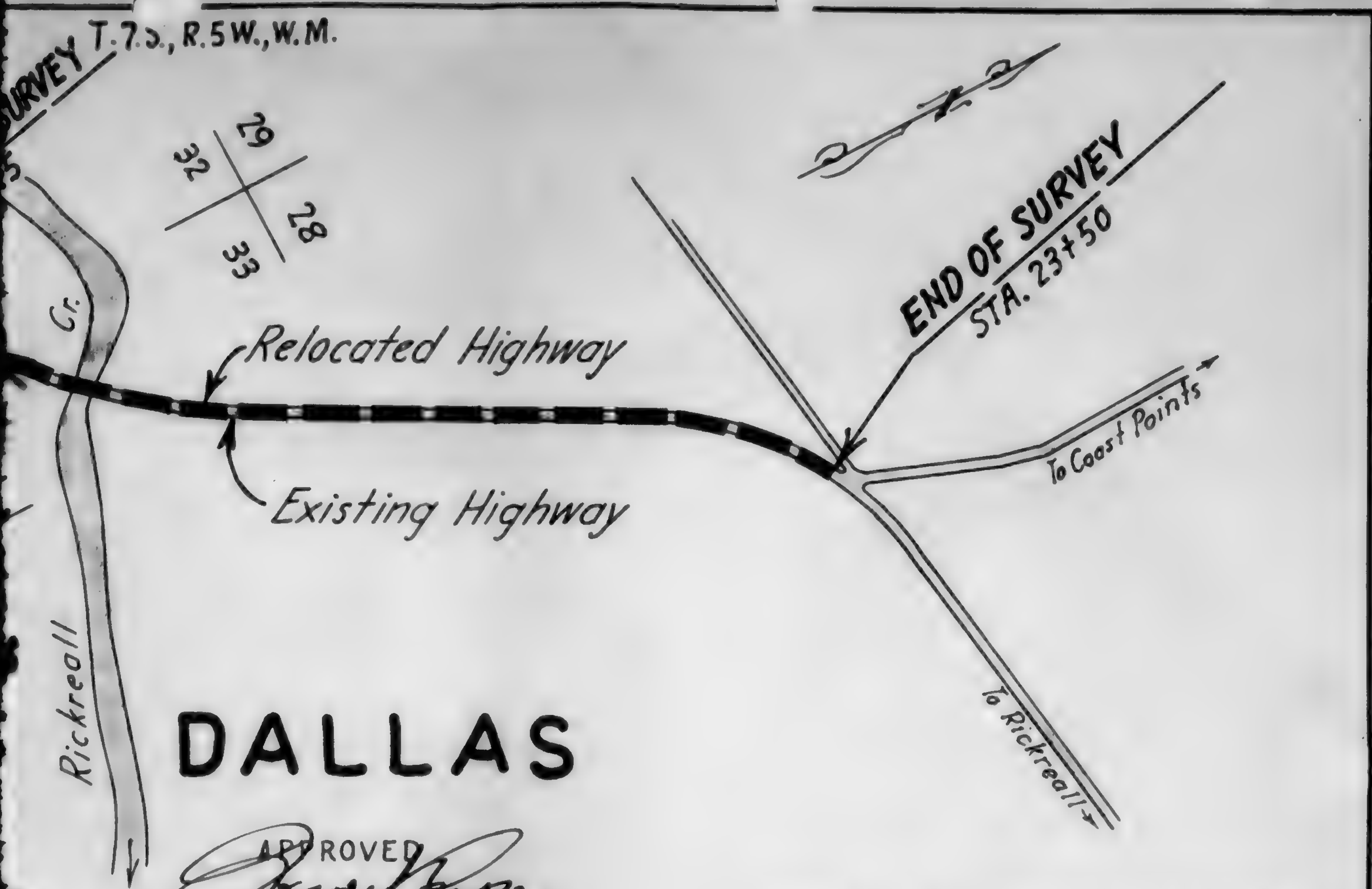
ACAD

D

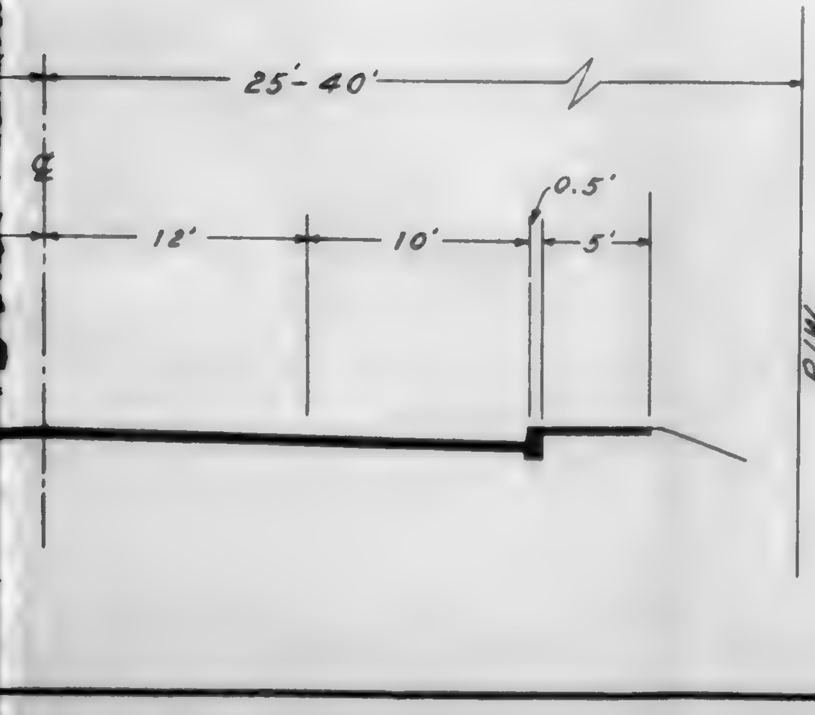

30'-40'
25'-40'
0.5'
0.5'
℄
5'
10'
12'
12'
10'
5'
R/W Line
R/W

For def

0.45 Mi.


SURVEY T.7 S., R.5 W., W.M.
29
32
28
33
Relocated Highway
Existing Highway
END OF SURVEY
STA. 23+50
To Coast Points
To Rickreall
Rickreall Cr.
DALLAS

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
May 6, 1959
DATE


25'-40'
℄
12'
10'
0.5'
5'
R/W

OREGON STATE HIGHWAY DEPARMENT
Survey Approval Map

ACADEMY ST. - COAST JCT. SECTION

DALLAS - RICKREALL HIGHWAY
POLK COUNTY
Scale: 1" = 400' Apr., 1959

DRG. NO. 1R-5-1267

For details see Drg. No. 8B-13-20, Mar. 1959 &
4B-23-1, Jan., 1934

RECEIVED

[illegible]

5592

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1959

SUBJECT: Cooperative Construction Agreement
Dallas Section
Dallas-Rickreall Highway
City of Dallas

To: P. M. Stephenson
Assistant State Highway Engineer

OFFICE

Attached hereto are six copies of the above entitled agreement as per your request of April 15, 1959. We understand additional exhibit maps will be furnished by County & City Relations.

Additional copies of this agreement are available.

Leo V. Nuttman
LEO V. NUTTMAN
Staff Attorney

LVN:klf
Attachments
cc: L. I. Lindas

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM [illegible]

FOR FILING

S.249 (3)

5526

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 21, 1959

SUBJECT: Cooperative Construction Agreement
Dallas Section
Dallas-Rickreall Highway
City of Dallas

To: Mr. John Graham
County and City Relations Div.
Office

Please find attached hereto your request for cooperative construction agreement with the City of Dallas.

It is my understanding that this project may not be let for contract and rather than hold the exhibits, etc., in my office I thought it better to return them to you so that, if and when the decision is made on the project, you can resubmit them so we can draw an agreement in accordance with the adjusted plans of that time.

FRANK C. McKINNEY
Chief, Office Section

FCMcK/ks
encl.

cc: Clarence Swenson
P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
APR 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 15, 1959
Salem, Oregon

SUBJECT: Cooperative Construction Agreement
Dallas Section
Dallas-Rickreall Highway
City of Dallas

To: Mr. P. M. Stephenson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject named project.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:cg

Att.

OK
Edwards

NOTED
P. M. STEPHENSON

April 15, 1959
Salem, Oregon

Cooperative Construction Agreement
Dallas Section
Dallas-Rickreall Highway
City of Dallas

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject named project. Will you please have six copies of the agreement prepared in addition to any required by the Legal Division.

P. M. Stephenson
Ass't. State Highway Engineer

JDG:cg

Att.

AGREEMENT DRAFT - 4/16/59

THIS AGREEMENT, made and entered into this ____ day of ____________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF DALLAS, a municipal corporation, by and through its City Officials, hereinafter called "City":

W I T N E S S E T H

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon, the State shall widen and reconstruct a portion of the Dallas-Rickreall Highway, Oregon Secondary Highway No. 189, located within the city limits of the City of Dallas.

2. Pursuant to ORS 366.775, Commission may enter into agreements with any county, city, town, or road district for the construction, reconstruction, improvement, or repair of any road, highway, or street upon terms and conditions mutually agreed to by the contracting parties.

3. Pursuant to ORS 373.030, the State may, with consent of the governing body of the City, change the grade of any street or road which forms a link in the highway system in the State, or constitutes a connection between two such highways, and which has been designated by the Commission as the streets or roads over which a state highway is located.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto and marked Exhibit "A" and by this reference made a part hereof are two sheets of paper setting forth

the location and plans of said project.

2. State, upon being furnished an itemized statement in triplicate by City of the reimbursable costs incurred by City for any work required to conform to the proposed plans of the project as set forth in paragraph 2 under THINGS TO BE DONE BY CITY shall pay to City an amount equal to 75% of said reimbursable costs, it being understood that the City is to pay the reamining 25%.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," and the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City shall relocate or reconstruct, or cause to be relocated or reconstructed, all CITY OWNED water, sewer, gas, electric, telephone, telegraph, and other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project. City will be reimbursed by State as set forth in paragraph 2 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or reconstruct, or cause to be relocated or reconstructed, all PRIVATELY OWNED water and sewer lines, gas, electric, telephone, telegraph, and other utility conduits, lines, poles, mains, pipes, and facilities of every kind and nature which are located within any PUBLIC STREET or WAY within the city limits, and which are required to be relocated or reconstructed to conform to the proposed plans and ultimate requirements of the project. To this end City shall exercise all its municipal powers, including its legislative power, to require the relocation or reconstruction of such facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade, if any there be, in connection with or arising out of the proposed project. City shall save and hold harmless the State of Oregon, the State Highway Commission, the members thereof, its officers, employees, agents, and contractors from any and all claims, causes of action, damages, or costs arising out of any change of grade which may be occasioned by the carrying out of this project, and from any claims, causes of action, ~~damage~~ damages, or costs predicated upon ORS 373.040. All of the obligations of City under this paragraph are limited to territory within the city limits.

5. City shall enact and enforce, or keep in effect and enforce, the necessary ordinance or resolution permitting parallel parking only on both sides of Main Street (Dallas-Rickreall Highway, Oregon Secondary Highway No. 189) within the limits of the project as shown by the attached Exhibit "A."

6. If, upon completion of said project by State, the construction of additional sidewalks or reconstruction of existing sidewalks becomes necessary, the construction of said sidewalks shall be the obligation of City.

7. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS:

1. It is mutually understood and agreed that the final total actual cost for all construction work, cost of right-of-way and construction easements, except sidewalks, shall be shared 75% by the State and 25% by the City. The cost of all sidewalks shall be paid entirely by City.

2. City, before award of a contract by State, shall deposit with State an amount equal to 25% of the following:

a. Total cost of all right-of-way and construction easements purchased prior to award of a contract plus the estimated total cost of the remaining right-of-way necessary.

b. Estimated total cost of all construction work, except sidewalks.

c. Additional anticipated items.

d. Construction engineering for all construction work.

3. City also, before award of a contract, shall deposit with State an amount equal to 100% of the bid item for the construction of sidewalks as contained in the low acceptable bid.

4. When the total actual cost figures of the project are available, State shall furnish City with an itemized statement of said total cost. In the event the City's share of the total actual cost of the project as set forth in paragraph 1 under GENERAL PROVISIONS exceeds the amount deposited by City, then City shall pay to State an amount equal to the difference between the amount deposited by City and City's share of the total actual cost of the project; however, if the City's share of the total actual cost of the project as set forth in paragraph 1 under GENERAL PROVISIONS is less than the amount deposited by City, the State shall refund to City an amount equal to the difference between the amount deposited by City and City's share of the total actual cost of the project.

5. It is expressly understood and agreed that the City shall have jurisdiction and control of those portions of the right-of-way including sidewalks, which are located outside of the curb line of the streets affected by this agreement. City shall repair and maintain all sidewalks

that are located outside of the curb line.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Assistant State Hwy. Engineer

APPROVED AS TO FORM:

____
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By_________________
Chairman

By_________________
Commissioner

By_________________
Commissioner

CITY OF DALLAS, by and through its
City Officials

By_________________
Mayor

ATTEST:

____

By_________________
Recorder

JDG:mm
DRAFT - 4/16/59

RECEIVED
MAR 59
FOR FILING

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NOTED
W. C. WILLIAMS

S 249(3)

5526

LOCATION PROSPECTUS
ACADEMY STREET-COAST JUNCTION UNIT
DALLAS SECTION
DALLAS-RICKREALL HIGHWAY
POLK COUNTY

The following prospectus is submitted covering the above mentioned section. The southerly terminus is the north line of Academy Street in Dallas and the northerly terminus is at the junction of the Dallas-Rickreall Highway and the Dolph Corner-Dallas Highway in the City of Dallas. The overall length of the project is 0.45 mile.

This will be a location survey for the purpose of preparing plans and estimates for widening the existing facility to a 44-foot curbed street section. The project lies within the corporate limits of Dallas.

The general route is along the existing highway. Reconnaissance was made in 1958 by Victor D. Wolfe. Routine soils investigation will be conducted. A storm drainage system will be required. An economic analysis is not needed at this time.

The present (1957) ADT is 5,000 and the projected (1975) ADT is 8,500. This will be a 44-foot street section with two 12-foot running lanes and two 10-foot parking strips. The tentative base design by G. L. Decker is:

On widened areas:

Asphaltic Concrete	3½"
3/4"-0 Level Course	2 "
Base Course	12 "
Total	17½"

Over existing pavement:

Asphaltic Concrete	1½"

(Base design subject to revision upon completion of soils investigation.)

This will be an uncontrolled access facility. There are no interchanges or railroad crossings. There is one bridge across Rickreall Creek, the replacement of which will be the subject of a separate project.

Adequate quantities of materials are available from local commercial sources.

Agreements with the city will be necessary.

There are no state parks affected by the project.

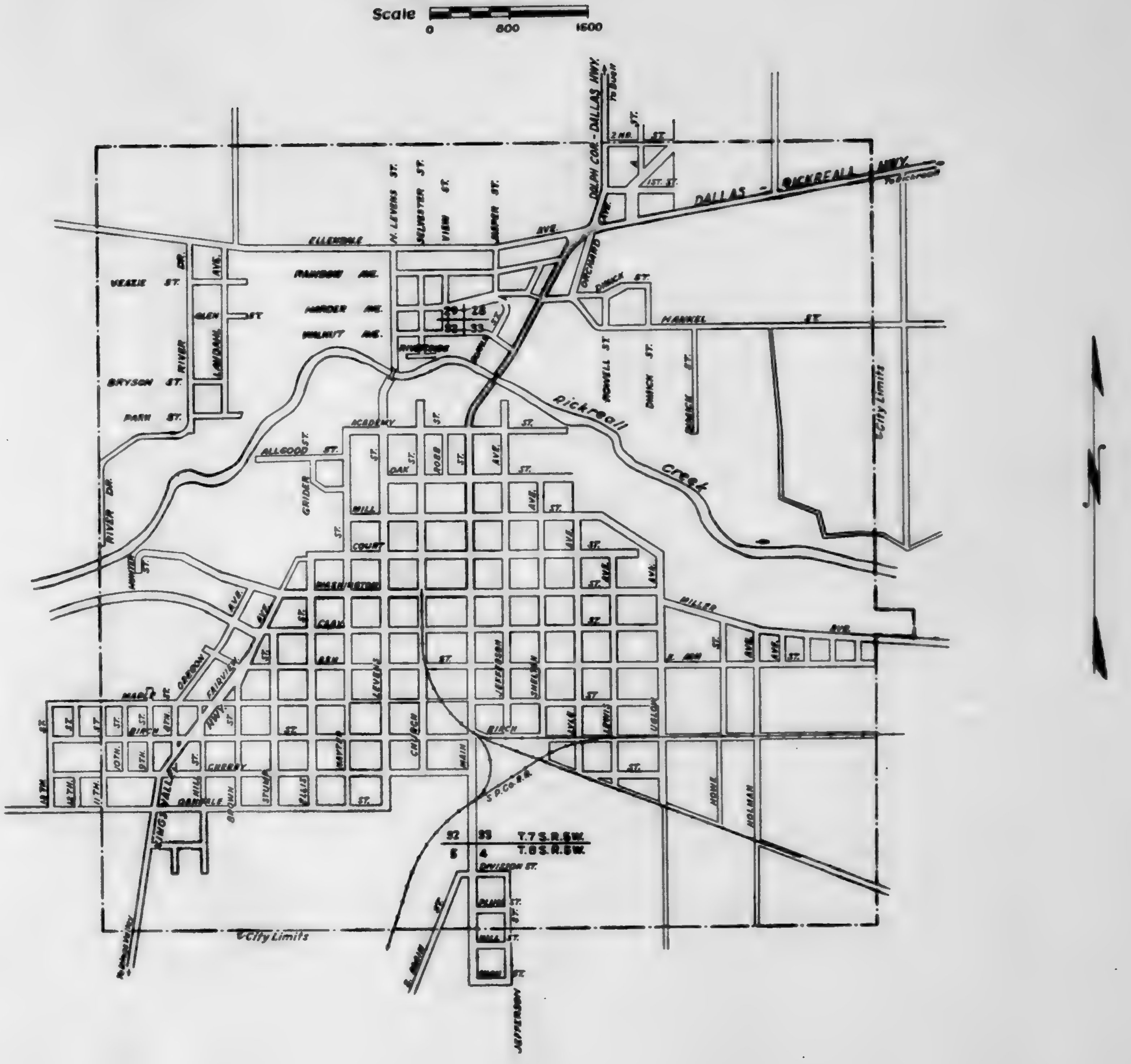
March 3, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
K. E. Bartel
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DALLAS


Scale
0
800
1600
DOLPH COR.-DALLAS HWY.
To Buell
2ND. ST.
1ST. ST.
DALLAS - RICKREALL HWY.
To Rickreall
ELLENDALE AVE.
N. LEVENS ST.
SYLVESTER ST.
VIEW ST.
JASPER ST.
ORCHARD AVE.
DIMICK ST.
HANKEL ST.
POWELL ST.
DIMICK ST.
BARBER ST.
RAINBOW AVE.
HARDER AVE.
WALNUT AVE.
RIVERVIEW
VEAZIE ST.
BRYSON ST.
PARK ST.
RIVER DR.
LAVONNA AVE.
GLEN ST.
RIVER DR.
29
28
32
33
Rickreall Creek
ACADEMY ST.
ALLGOOD ST.
GRIDER ST.
OAK ST.
ROBB ST.
MILL ST.
COURT ST.
WASHINGTON
CLAY
ASH
LEVENS
CHURCH
MAIN
MAYFAIR
JEFFERSON
SHELTON
MILLER AVE.
E. ASH ST.
BIRCH
LYLE
LEWIS
UGLOW
HOWE
HOLMAN
S.P.Co.R.R.
32
33
T.7S.R.5W.
5
4
T.8S.R.5W.
DIVISION ST.
PLUM ST.
HILL ST.
S. MAIN ST.
JEFFERSON
OREGON AVE.
FAIRVIEW AVE.
MAPLE ST.
KINGS VALLEY HWY.
CHERRY
ORCHARD
BROWN
STUMP
ELLIS
HILL
10TH. ST.
9TH.
8TH.
11TH.
12TH.
13TH.
City Limits
City Limits

Rev. 9-12-58

RECEIVED
MAY 29 1958
FOR FILING
S-249(5)
55

4-f

May 21, 1958

Hon. A. H. Friesen, Mayor
City of Dallas
Dallas, Oregon

Dear Mr. Friesen:

The State Highway Commission at its meeting on May 8, 1958, discussed your letter of April 14, 1958, in which request is made for improvement of state highway ORE223 between Academy Street on the north to Dolph Corner road; also in which you advise that the City of Dallas will cooperate in such improvement by paying 25% of the cost involved. The Commission appreciates the merits of this project but could not see its way clear to allocate funds to finance it at the present time due to the limited funds that are available for such type of improvement. The Commission is going to keep the project in mind for future consideration as new highway programs are formulated or when additional funds become available.

I was instructed to advise you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

RECEIVED
APR 23 1958
FOR FILING

[illegible]
55-6

April 22, 1958

Hon. A. H. Friesen
Mayor, City of Dallas
Dallas, Oregon

Dear Sir:

With reference to the request of the City of Dallas that Highway ORE223 be improved and widened from Academy Street north to the Dolph Corner Road, it will be presented to the State Highway Commission at its next meeting. I believe I should advise you, however, that the Highway Commission has quite a material backlog of similar requests and is able to finance only a few each year; therefore, I could not give you any indication of when or if the Commission could set a tentative time for the improvement in Dallas.

Should you desire to appear before the State Highway Commission, Mr. H. B. Glaisyer, Secretary, will provide a designated time for your appearance. If you wish to appear, you should communicate direct with Mr. Glaisyer.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. H. B. Glaisyer (file)
Mr. Forrest Cooper

City of Dallas

Telephone MAyfair 3-2338

Polk County, Oregon

City Hall, Corner Jefferson and Court Sts.

NOTED
W. C. WILLIAMS

Dallas Oregon,
April 14 1958.

State of Oregon
State Highway Department
Salem Oregon.

Attention Mr. W.C. Williams

re: Proposed
widening and improving
Highway 223.

Dear Sir:

Your letter of April 7 1958 received with appreciation.

The City of Dallas requests that the proposed improvements and widening of State Highway #223 from Academy Street north to the Dolph corner road be presented to the State Highway Commission for their consideration.
The City of Dallas will join co-operatively with the highway department in the improvement; the city paying 25% of the costs of the improvement and all of the costs of the concrete sidewalks paralleling the curbs, the State paying 75% of the costs of the roadway and curbs.

If you feel it advisable the City of Dallas will appear before the State Highway Commission and present their request in order the proposed project may be placed on an early construction date.

Your early consideration and advice will be greatly appreciated.

Very truly yours,

A.H. Friesen
Mayor
City of Dallas, Oregon.

DW/AHF.

RECEIVED
APR 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1958
FOR FILING

S-249(3)
5526

April 2[illegible], 1958

Oregon State Highway Commission

Gentlemen:

The City of Dallas has requested widening and the construction of curbs on a section of (OR223) in the city of Dallas for a distance of 0.45 mile. The estimated cost is $78,000, and the City has stated its willingness to participate to the extent of 25 per cent of the cost. In addition, the City has agreed to construct sidewalks at its own expense.

As the existing roadway is only 20 feet wide, the improvement would be a desirable one; however, funds for this type of work are limited and I know of no funds that could be utilized for construction this year. I would suggest that the project be given proper consideration at such time as either a new program is formulated or additional funds are available.

The matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

RECEIVED
APR 8 1958
FOR FILING

S 244(3)

55-6

April 7, 1958

City of Dallas
Post Office Box 67
Dallas, Oregon

Attention Mr. Lynn H. McCulley
City Supervisor

Gentlemen:

In reply to your letter of March 21, 1958, in which you submit a modified request for some street widening and improvement on Highway 223 in Dallas, I wish to advise that we have had an estimate made which indicates that the cost of improving, to a curbed 44-foot width, the section from Academy Street northerly to the Dolph Corner Road, a distance of 0.45 mile, would be $78,000.

Projects of this kind are frequently done on a cooperative basis between the cities involved and the Highway Commission, the city paying 25 per cent of the cost of all work out to and including the curbs (with the city constructing any necessary footpaths or sidewalks beyond the curbs) and the State paying 75 per cent of the cost of the road work and curbs.

At the present time no funds are available for a project of this kind; however, if a cooperative project such as outlined herein is acceptable to the City, I suggest that you direct a letter to me making a request and I will ask the Highway Commission to consider it in a future program.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. R. Boatright
Masonic Building
Salem, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

FC:me fn

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1958
Salem, Oregon

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am herewith transmitting to you a reconnaissance estimate and report on the Dallas Street Widening.

This estimate has been revised to show the separate costs from Academy Street to the Dolph Corner Junction and the Dolph Corner Junction to the East City Limits of Dallas.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engr.

LHY:dl

RECEIVED
UU MAR 25 1958
FOR FILING

S 249(3)

5526

March 24, 1958

Mr. Lynn H. McCulley
City Supervisor
City Hall
Dallas, Oregon

Dear Mr. McCulley:

Thank you very much for your letter of March 21, 1958, cancelling your appointment with the State Highway Commission at its meeting on Friday of this week, March 28. I am very glad to know that you have resolved your problem with Mr. W. C. Williams, State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Commissioners
W. C. Williams

City of Dallas

Telephone MAyfair 3-2338

Polk County, Oregon

City Hall, Corner Jefferson and Court Sts.

P.O. Box 67
Dallas Oregon

March 21, 1958

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In your reply of March 3,1958 to our commuhication of February 27,1958 you had granted us fifteen minutes on Friday March 28 to discuss with the commission certain problems relating to Highways #22 and #223 in the City of Dallas. You also suggested that we contact the office of Mr. Williams, State Highway Engineer, prior to the above meeting. This we have done through our engineer, Mr. G.R. Boatwright. It now seems there would be no necessity in appearing before the Commission, since it appears that our problem more properly belongs to the Engineering Department. Please accept our sincere thanks for the courtesy in allowing us time before the Commission and for suggesting the more expedient manner of handling our problem.

I have discussed again with Mr. Boatwright the details of our original request to improve the area from Academy Street to the East City Limits, and the improvement to this extent would be very desirable. I can also appreciate the fact that we are not the only Community with such problems making similar requests for assistance to you. Consequently, if in your opinion we would be likely to acquire aid more rapidly on a portion of the job at this time, we would most urgently request it be done if possible. I can again assure you of our fullest cooperation.

Sincerely,

Lynn H. McCulley

Lynn H. McCulley
City Supervisor

LHMcC:EF

RECEIVED
MAR 24 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

March 3, 1958

Mr. Lynn H. McCulley
City Supervisor
City of Dallas
City Hall
Dallas, Oregon

Dear Mr. McCulley:

Just received is your letter of February 27, 1958 requesting cooperation from the State Highway Commission in financing the improvement of portions of Highways No. 22 and No. 223 from the north line of Academy Street to the east city limits, and asking for an opportunity to discuss this matter with the members of the Commission at the earliest possible time.

The next regular meeting of the Highway Commission is scheduled to be held in Portland on Thursday and Friday, March 27 and 28, 1958. Delegations will be heard on the second day, Friday the 28th, on which day I have reserved for your convenience fifteen minutes of time, starting at 10:45 a.m. The Commission holds its meetings in the Queens Room in the basement of the Imperial Hotel.

I would suggest that you discuss this matter prior to the Commission meeting with the State Highway Engineer, Mr. W. C. Williams. I am sure that he will be glad to advise you as to the prospects of receiving state-aid in connection with this project. It may be that after talking with Mr. Williams you would decide not to appear before the members of the Commission, and in that case you would save time and expense of a trip to Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

City of Dallas

Telephone MAyfair 3-2338

Polk County, Oregon

City Hall, Corner Jefferson and Court Sts.

February 27, 1958

AGENDA
MAR 28 1958
D

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have been instructed by the city council to seek your aid and cooperation in the solution of a situation that we feel has become a mutual problem.

Those portions of Highways #22 and #223 extending from the North line of Academy Street to the East City limits is and will continue to be one of the major arterials within and through the city. The entire route has built up a continuous succession of homes and businesses and as a result vehicular and pedestrian traffic has increased proportionately. Children walking to and from school in this area are compelled to either walk on or along the narrow 20 foot roadbed because of the lack of proper facilities. The surfaced roadway through this entire area is only 20 feet wide and is funneled down to 18 feet at the bridge across Rickreall Creek.

We are certain that a portion of the solution to this situation belongs to the City and by like reasoning feel that a portion of it belongs to you. It is our understanding that Urban Funds are available to us through you and that the financing of improvements such as this can be accomplished with mutual advantage.

We would very much appreciate an opportunity to discuss this matter with you personally, at your earliest convenience that in the event a program can be developed it may be done as rapidly as practical.

Sincerely,

Lynn H. McCulley

Lynn H. McCulley
City Supervisor

MARCH
10:45 A.M.

LHMcC:IN

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 3 1958
OREGON
STATE HIGHWAY COMMISSION

D

FORM E-30X—37,500—6-57—6684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1958

SUBJECT: Dallas Street Widening

To: Mr. Tom Edwards
Construction Engineer
Office

In accordance with instructions received, a windshield-type estimate has been prepared to determine the cost of widening the Dallas-Rickreall Highway from the north line of Academy Street to the east city limits of Dallas, a distance of approximately one mile.

A width of 44 feet between curbs with 3½ inches of asphaltic concrete, 1½ inches of leveling course, and 12 inches of base course was used. This full surfacing depth was used on the widened portions with a 1½ inch asphaltic concrete cap being placed over the existing pavement.

Due to the introduction of a curbed section, a storm drainage system with catch basins will be required for approximately the full length of this section and is included in this estimate.

No consideration was given in this investigation to the bridge over Rickreall Creek. Although this bridge was built in 1918, it has a horizontal clearance of 22 feet with 5-foot sidewalk curbs which seems to be adequate.

Some additional right of way will be necessary. In one area the width is not adequate to accommodate a roadway of the indicated standard.

Sidewalks are not included other than the replacement of those which will be affected by the widening. The costs of all other sidewalks which will be required from Academy Street to the Dolph Corner Junction are assumed to be borne by the city and are not included. A footpath on the north side of this highway from the Dolph Corner Junction to the east city limits will be required and its cost is estimated at $3,000 (approximately $1.00 per lineal foot for an A.C. surfaced footpath); this cost is not included as an integral part of the estimate.

There are power and telephone poles that will require moving and their cost is assumed to be borne by the utility companies. Unit costs are from Cost Analysis.

A small scale sketch map reflecting the limits of this improvement is attached along with a detailed estimate.

Victor D. Wolfe
Reconnaissance Engineer

By William H. Tebeau
William H. Tebeau

WHT:jc

Attach.

DALLAS STREET WIDENING
DALLAS-RICKREALL HIGHWAY
ACADEMY STREET-EAST CITY LIMITS
POLK COUNTY

UNIT A-B
Windshield Reconnaissance

Length - 0.45 Mile

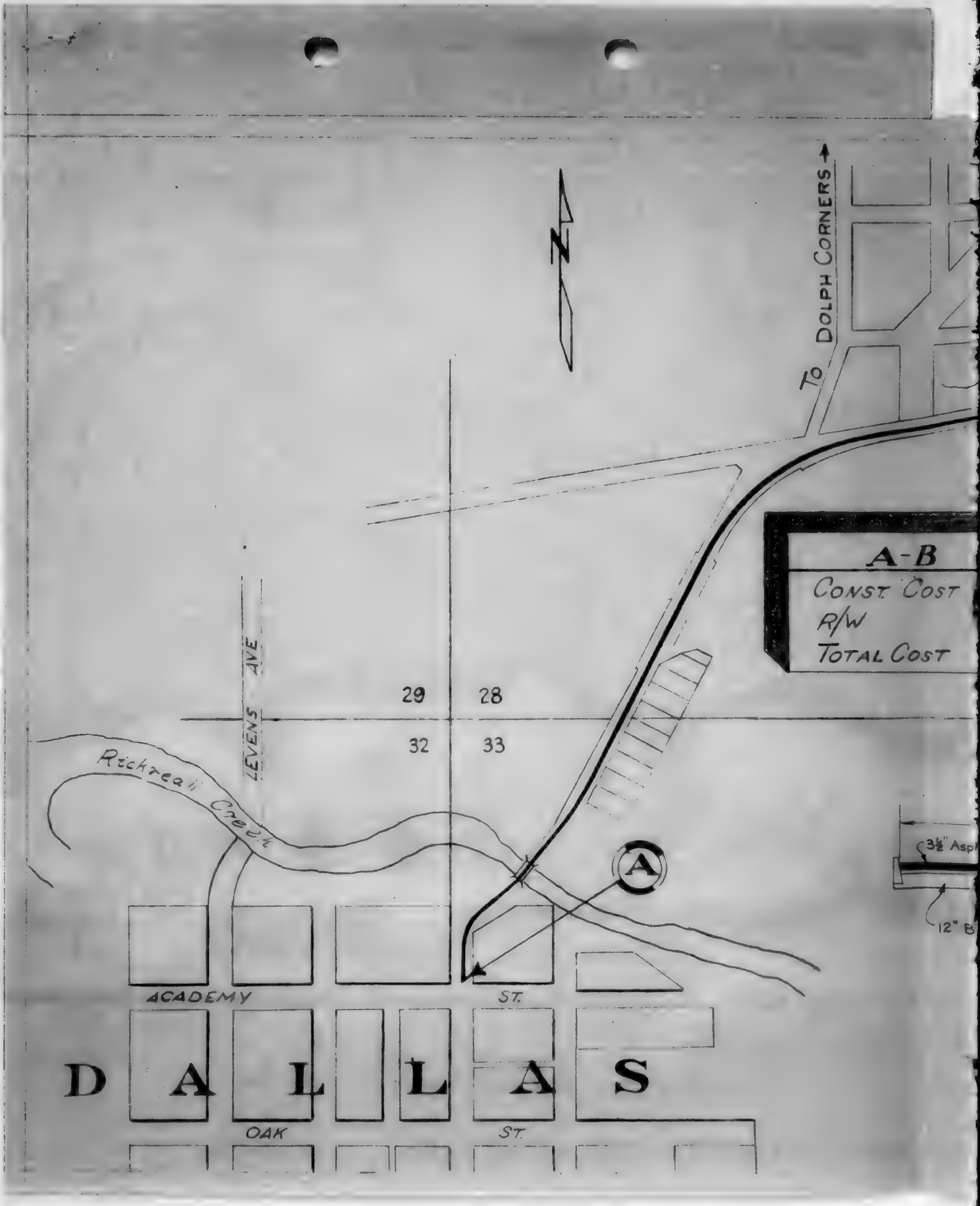
ITEM	UNIT	NET	ALLOW.	GROSS	UNIT PRICE	AMOUNT
1. Removal of Walks	Sq. Yds.	111	29	140	$ 0.60	$ 84
2. Removal of Curbs	Lin. Ft.	360	90	450	0.30	135
3. Drainage Excavation	Cu. Yds.	323	82	405	3.00	1,215
4. General Excavation	Cu. Yds.	2,992	743	3,735	0.75	2,801
5. Finishing Roadbed	Mile	0.44	--	0.44	1,000	440
6. 8" Concrete Sewer Pipe	Lin. Ft.	380	97	477	2.00	954
7. 12" Concrete Sewer Pipe	Lin. Ft.	2,353	572	2,925	2.50	7,312
8. 48" C. M. Culvert	Lin. Ft.	16	4	20	25.00	500
9. Concrete Manholes	Each	6	1	7	250.00	1,750
10. Concrete Catch Basins	Each	4	1	5	75.00	375
11. Concrete Walks	Sq. Yds.	111	29	140	4.25	595
12. Concrete Curbs	Cu. Yds.	152	37	189	50.00	9,450
13. Bottom Course Base	Cu. Yds.	2,746	674	3,420	2.75	9,405
14. Leveling Course	Cu. Yds.	343	85	428	3.00	1,284
15. Sprinkling	M-gal.	77	23	100	3.00	300
16. Preparation of Base	Mile	0.44	--	0.44	300.00	132
17. Crushed Material in Binder	Cu. Yds.	57	15	72	4.00	288
18. Class "B" Asphaltic Concrete	Ton	1,688	427	2,115	8.00	16,920
19. Emulsified Asphalt	Ton	12	2	14	60.00	840
20. Moving Fire Hydrants	Each	1	--	1	100.00	100
21. Moving Water Meters	Each	11	3	14	25.00	350
		Subtotal				$55,230
	+ 40% Engineering and Contingencies					21,720 $76,950
	R/W (including possible damage)					1,500
		TOTAL				$78,450

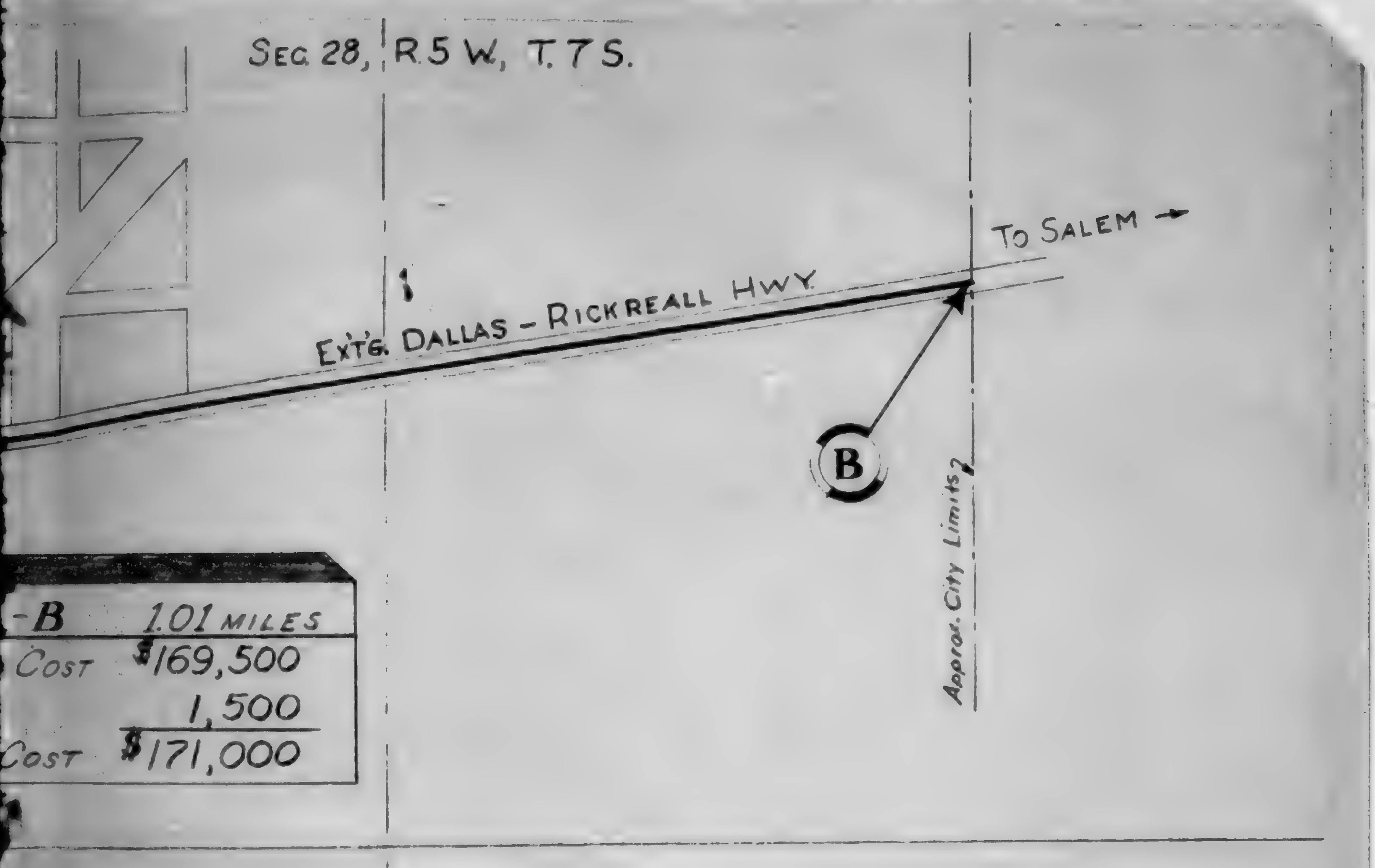
DALLAS STREET WIDENING
DALLAS-RICKREALL HIGHWAY
ACADEMY STREET-EAST CITY LIMITS
POLK COUNTY

UNIT B-C
Windshield Reconnaissance

Length - 0.56 mile

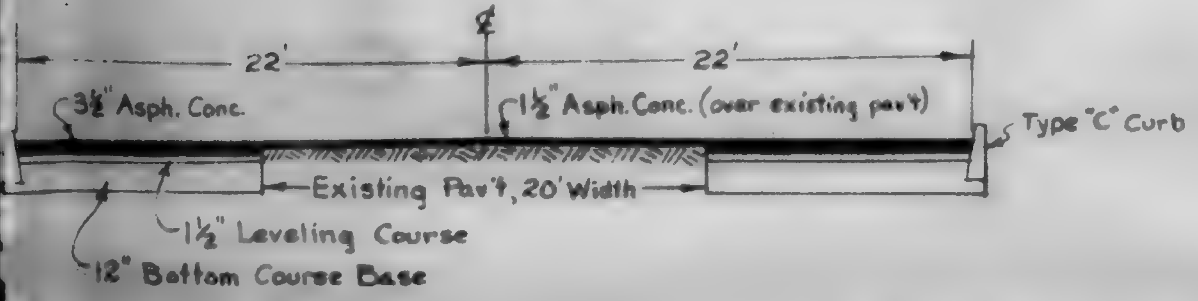
	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT PRICE	AMOUNT
1.	Drainage Excavation	Cu. Yds.	395	100	495	$ 3.00	$ 1,485
2.	General Excavation	Cu. Yds.	3,658	907	4,565	0.75	3,424
3.	Finishing Roadbed	Mile	0.56	--	0.56	1,000	560
4.	8" Concrete Sewer Pipe	Lin. Ft.	465	118	583	2.00	1,166
5.	12" Concrete Sewer Pipe	Lin. Ft.	2,875	700	3,575	2.50	8,938
6.	24" Concrete Culvert	Lin. Ft.	69	11	80	6.00	480
7.	Concrete Manholes	Each	6	2	8	250.00	2,000
8.	Concrete Catch Basins	Each	5	2	7	75.00	525
9.	Concrete Curbs	Cu. Yds.	186	45	231	50.00	11,550
10.	Bottom Course Base	Cu. Yds.	3,356	824	4,180	2.75	11,495
11.	Leveling Course	Cu. Yds.	419	103	522	3.00	1,566
12.	Sprinkling	M-gal.	95	25	120	3.00	360
13.	Preparation of Base	Mile	0.56	--	0.56	300.00	168
14.	Crushed Material in Binder	Cu. Yds.	70	18	88	4.00	352
15.	Class "B" Asphaltic Concrete	Ton	2,062	523	2,585	8.00	20,680
16.	Emulsified Asphalt	Ton	14	2	16	60.00	960
17.	Moving Water Meters	Each	13	3	16	25.00	400
		Subtotal					$66,109
		+ 40% Engineering and Contingencies					26,441
			TOTAL				$92,550


N
TO DOLPH CORNERS
A-B
CONST. COST
R/W
TOTAL COST
3½" Asp
12" B
29
28
32
33
LEVENS AVE
Rickreall Creek
A
ACADEMY
ST.
DALLAS
OAK
ST.


SEC. 28, R.5 W., T.7 S.
TO SALEM →
EXT'G. DALLAS – RICKREALL HWY.
B
Approx. City Limits

-B	1.01 MILES
COST	$169,500
	1,500
COST	$171,000

Typical Section


℄
22'
22'
3½" Asph. Conc.
1½" Asph. Conc. (over existing pav't)
Type "C" Curb
Existing Pav't, 20' Width
1½" Leveling Course
12" Bottom Course Base

OREGON STATE HIGHWAY DEPT.
RECONNAISSANCE SKETCH MAP
WIDENING THE DALLAS – RICKREALL HWY.
ACADEMY ST. – DALLAS CITY LIMITS
POLK COUNTY

MARCH 1958 SCALE 1" = 400'
Victor D. Wolfe, Recon. Engineer

RECEIVED
MAR 7 - 1958
FOR FILING

1249(2)

5526

Salem, Oregon
March 6, 1958

Request of City of Dallas
for widening Highways 22 and
223 Academy Street to east
city limits

Mr. Tom Edwards
Construction Engineer
Department

We have a request from the City of Dallas to cooperate in improvement of "those portions of Highways #22 and #223 extending from the north line of Academy Street to the east city limits".

What the City has in mind is a widening project with curbs and footpath or area for sidewalk back of the curbs. The traffic on this section varies from 5,350 at Academy Street to 4,150 at the east city limits of Dallas. While this may be becoming border-line, it would appear that a two-lane highway was all that was justified at this time. I suggest that you use a section 44 feet between curbs and give me a cost estimate made without field surveys.

I would appreciate having this matter expedited, as it is probable that some of the officials at Dallas would wish to discuss it with Mr. Williams before Commission meeting.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

S-262(4) W. Fork, Silvies R.-Rights 1959
Pt. Sec. (Grad., Surf., Cilng.)
#5527

RECEIVED
EB 10 1960
FOR FILING

RECEIVED
FEB - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

February 8, 1960

W. Fork Silvies River-Wrights Point
Contract No. 5527

FINAL COST ANALYSIS
Grading & Oiling
Contractor: Babler Bros., Inc.
Resident Engineer: L.C. Johnson

Frenchglen Highway
Prefix No. 113-1039

$262147
NOTED
W. C. WILLIAMS
5527

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation, Unclass.	76.62	Cu. Yd.	2.00	1.58	121.10	153.24
General Excavation, Unclass.	9,835	Cu. Yd.	0.40	0.389	3,828.06	3,934.00
Embankment in Place	2,027	Cu. Yd.	0.90	0.875	1,775.19	1,824.30
Finish R.B. & Slopes	4.81	Mile	500.00	486.54	2,340.27	2,405.00
12" C.M.P.	56	Lin. Ft.	3.00	2.93	164.08	168.00
18" C.M.P.	132	Lin. Ft.	4.00	3.91	515.97	528.00
98" x 69" Struct. Plate Pipe Arch, 10 ga.	62	Lin. Ft.	55.00	61.52	3,814.24	3,410.00
Salvage Culvert Pipe	30	Lin. Ft.	2.00	1.58	47.44	60.00
Guide Posts, Type W-2	100	Each	6.00	5.83	583.16	600.00
Selected R.B. Topping	47,249.3	Cu. Yd.	1.30	1.18	56,114.73	61,434.09
*3/4-0 Mat'l in Level Crse.	7,513	Cu. Yd.	3.20	3.17	23,507.61	24,041.60
Sprinkling	3,821.75	M-Gal.	2.50	2.04	7,806.50	9,554.38
Preparation of Base	6.92	Mile	300.00	75.86	524.93	2,076.00
*3/4"-0 Mat'l in Binder Crse.	760	Cu. Yd.	4.40	4.26	3,238.26	3,344.00
*Furnish & Place Aggregates	4,257	Cu. Yd.	4.60	4.48	19,093.86	19,582.20
MC-2 Asphalt	125.42	Ton	51.00	47.08	5,905.13	6,396.42
120-150 Asphalt	305.32	Ton	51.00	42.38	12,940.50	15,571.32
RS-1 Asphalt	89.42	Ton	51.00	44.39	3,969.23	4,560.42
Extra for Oiling Approaches	7	Each	25.00			175.00
Force Account (Labor & Equipment)					60.39	86.63
Force Account (State Participation in Flagging)					335.15	335.15
					$146,685.80	$160,229.75

Gross Revenue	$ 160,229.75
Total Cost	146,685.80
Net Profit	$ 13,543.95

Net Profit equals 8.45% of Gross Revenue

* N.A. Toole Construction Company (all or in part)

DETAIL OF COST - Contract No. 5527

Labor:				
Labor and Supervision			$ 19,399.50	
Labor Insurance			858.43	
Health and Welfare			486.81	
Travel - Transportation			679.39	
Pension			34.15	$ 21,458.28
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			19,028.52	
Equipment Rental, Hired without Operator			2,785.91	
Equipment Rental, Hired fully Operated			43,810.43	
Gas, Oil and Grease			4,566.64	
P.L. and P.D. Insurance			277.41	
Home Office and General Overhead			8,011.49	
Bond			840.92	
Small Tools and Miscellaneous Supplies			554.85	79,876.17
Materials:				
12" Corr.Metal Pipe	56 Lin.Ft.	@ $2.28	127.68	
12" Corr.Metal Bands	4 Each	@ $2.28	9.12	
18" Corr.Metal Pipe	132 Lin.Ft.	@ $3.20	422.40	
18" Corr.Metal Bands	3 Each	@ $3.20	9.60	
98" x 69" Struct.Plate Pipe Arch, 10 ga.	62 Lin.Ft.	@ $36.60	2,269.20	
Guide Posts, Type W2	100 Each	@ $4.75	475.00	
MC-2 Asphalt	125.42 Ton	@ $27.25	3,417.70	
Freight, MC-2 Asphalt	125.42 Ton	@ $13.55	1,699.48	
120-150 Asphalt	305.32 Ton	@ $25.00	7,633.00	
Freight, 120-150 Asphalt	305.32 Ton	@ $13.56	4,140.15	
RS-1 Asphalt	89.42 Ton	@ $26.80	2,396.46	
Freight, RS-1 Asphalt	89.42 Ton	@ $13.70	1,225.66	23,825.45
Crushing Contractor:				
N.A. Toole Construction Company			21,525.90	21,525.90
		TOTAL COST		$ 146,685.80

Remarks - Contract No. 5527

This was a "Federal Aid Secondary Project" consisting of the construction of 4.81 miles of highway roadbed, involving 2,027 cubic yards of embankment in place and 9,835 cubic yards of general excavation; the construction of 6.92 miles of selected roadbed topping (grid-rolled), involving 47,249.3 cubic yards of pit run cinders; the construction of 6.92 miles of stone leveling course and shoulders, involving 7,513 cubic yards of crushed materials; and the construction of 6.92 miles of oil mat wearing surface, Type 0-11 with binder course on the West Fork Silvies River-Wrights Point Section of the Frenchglen Highway in Harney County.

This project was bid July 1, 1959, awarded July 23rd, and completed October 9, 1959.

The contractor moved in two TDT-23 Euclid scrapers, one #12 caterpillar grader, one Austin-Western Master 99 grader, one TD-24 dozer and one 3/4-cubic yard dragline and began work on the project on Monday, July 20, 1959. The embankment in place, general excavation, and culvert installation were completed in two weeks.

The above equipment was moved from a project at Vale, just completed by Babler Bros.

Stripping of the cinder pit at M.P. 125.6 of the Central Oregon Highway was started July 27th, using a D-8 dozer and one dragline.

The placing of the selected roadbed topping material was started Monday, August 3rd. The handling and loading of cinders at the pit was done with a D-8 dozer, D-9 dozer, and a loading tunnel. The material was hauled by four truck and semi-trailer bottom dumps of 28-cubic yard capacities and three dump trucks and dump trailer combinations of 32-cubic yard capacities. The placing of cinder base was completed August 31st. Water for setting select by was hauled by 7,200-gallon capacity tank-trailer trucks.

N.A. Toole Construction Company, crushing contractor, moved in and set up his crushing plant during the week of August 21st at Hebner's quarry, located approximately six miles northwest of Burns. Production of 3/4"-0 material was begun Wednesday night, August 26th, working on a two 9-hour shift basis.

Babler Bros., began placing the 3/4"-0 level course on September 1, 1959 and placed 1,341 cubic yards the first day. A total of 4,184 cubic yards of material was placed by September 3rd. The entire level course was completed on Wednesday of the following week.

Remarks Cont'd - Contract No. 5527

The placing of the binder course was started September 4th and completed Thursday of the following week. The placing of the 0-11 oil mat was started Friday, September 11th. The 0-11 and the final seal was completed September 22nd. Two 1,550-gallon capacity distributors were used to shoot the asphalts.

The contractor made a good profit on this project. It is to be noted that no move in was charged to the project as this item is done with the contractor's own transports and costs are included in general overhead. The close margin in general excavation and embankment in place was due to the under-run of both items.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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OREGON STATE HIGHWAY DEPARTMENT
(date)

December 21, 1959

S-262(4)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5527 5527	5 Final	Babler Bros., Inc.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
30739	129554	$ 4,843.09 12-21-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from July 23, 1959

Time Extensions: None of record

Completion Date: October 9, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

DEC 22 1959

NOTED ON CARD

A

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
5527

December 9, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5527 for grading-oiling the West Fork of the Silvies River-Wrights Point Section of the Frenchglen Secondary Highway in Harney County was completed by the contractor, Babler Bros. Inc., on October 9, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $4,843.09 will be released to the contractor on or after December 21, 1959. The total contract amount is $160,229.75, of which amount $421.78 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
NOV 25 1959
FOR FILING

A 262(4)

55-7

A

November 24, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., on contract #5527 for grading-oiling the West Fork of the Silvies River-Wrights Point Section of the Frenchglen Secondary Highway in Harney County.

This payment, in the amount of $6,907.86, will be released to contractor on or after December 4, 1959. The retained percentage is $4,805.77.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

X-262 (1)

5527

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 6, 1959

Section West Fork Silvies River-Wright's Point

Kind of work Grading and Oiling

Highway Frenchglen County Harney

Section prefix 113 - 1039

Contractor Babler Bros.Inc.

Contract number 5527

Date of contract July 23, 1959

Specified work days 70

Date work started July 17, 1959

Work days used 45

Project authorization $173,622.38

Exclusive of engineering $161,275.90

Per cent of time elapsed 64.3 %

Estimated cost of completed project, exclusive of engineering $160,192.43

Estimated per cent overrun or underrun 0.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $12,346.48

Engineering cost to date $10,065.75, 81.6 %

Date project was completed October 9, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division office Nov.5

NOTED
JOHN R. OAKES

NOTED

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1959
NOTED-- CE ACE ACE CDE

Signed L. C. Johnson

Address 252 S. Date Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.81	6.92		6.92	
Miles partially completed					
Miles completed	4.81	6.92		6.92	
Total estimated quantities (contract)	17,340	50,100		4960 c.y 542 tons	
Total quantities corrected to date	11,803.6	54,762.3		5,017 c.y 520.16 tons	
Estimated quantities moved or placed to date	11,803.6	54,762.3		5,017 c.y 520.16 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	-		

RECEIVED
OCT 13 1959
FOR FILING
[illegible]
5527

October 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1959, on Contract No. 5527, West Fork, Silvies River-Wrights Point Section, in Harney County, in connection with Federal Aid Project No. S-262(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

A

FORM E-129

RECEIVED
AUG 20 1959
FOR FILING
S-262(4)
5527

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1959

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5527, awarded July 23, 1959, for grading-oiling the West Fork, Silvies River-Wrights Point Section of the Frenchglen Secondary Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

5527 8-14-59

RECEIVED AUG 17 1959

FILING

Monthly Transaction No. 8-87	Form -2 (9-1. 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 5 S 262(4) 5527	**FEDERAL-AID PROJECT AGREEMENT**	County **Harney**
		Project No. **S-262(4)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **S. end Project S-262(2) south approximately 9 miles (West Fork Silvies River - Wrights Point Section)**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**4-17-59**	**---**
Rights-of-Way		
Construction	**4-17-59**	**7.0**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **172,764**	Federal funds $ **106,800**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. C. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Fork, Silvies River-Wrights Point Section, Project No. S-262(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

July 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Fork Silvies River-Wrights Point Section, Project No. S-262(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:jb

Federal Aid Secondary
Project S-262(4)

Oregon State Highway Department

WEST FORK SILVIES RIVER-WRIGHTS POINT SECTION

OF THE FRENCH GLEN HIGHWAY IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 3,000.00

Type Code 5231
Roadway (Sta. 323+00 thru equa. 480+04.50-451+00 and equa. 514+84.22-8+77.56 to Sta. 155+00) (Contract No. 5527)

Drainage Excavation, Unclassified	84	cu. yds.	$2.00	$ 168.00
General Excavation, Unclassified	12,000	cu. yds.	0.40	4,800.00
Embankment in Place	5,340	cu. yds.	0.90	4,806.00
Finishing Roadbed and Slopes	4.81	miles	500.00	2,405.00
12-inch Corrugated Metal Pipe	60	lin. ft.	3.00	180.00
18-inch Corrugated Metal Pipe	146	lin. ft.	4.00	584.00
98"x69" Structural Plate Pipe Arch, 10 Ga.	64	lin. ft.	55.00	3,520.00
Salvaging Culvert Pipe	34	lin. ft.	2.00	68.00
Guide Posts, Type "W-2"	100	only	6.00	600.00
Selected Roadbed Topping	41,500	cu. yds.	1.30	53,950.00
3/4" - 0 Material in Leveling Course	8,600	cu. yds.	3.20	27,520.00
Sprinkling	1,060	M-gal.	2.50	2,650.00
Preparation of Base	6.92	miles	300.00	2,076.00
3/4" - 0 Material in Binder Course	770	cu. yds.	4.40	3,388.00
Furnishing and Placing Aggregates	4,190	cu. yds.	4.60	19,274.00
MC-2 Asphalt	130	tons	51.00	6,630.00
120-150 Asphalt	320	tons	51.00	16,320.00
RS-1 Asphalt	92	tons	51.00	4,692.00
Extra for Oiling Approaches	14	only	25.00	350.00
				$153,981.00
Flagging (57½% of Contractor's Cost)	All Required			200.00
Signing (Temporary) (State Force)	All Required			100.00
Signing (Permanent)	All Required			50.00
	Subtotal			$154,331.00
	10% Engr. & Cont.			15,433.10
	Total			$169,764.10

Length of Roadway - - - - - - - - - - 6.923 Miles
Length of 4 Structures- - - - - - - - 0.030 Mile
Total Length- - - - - - - - - - - - - 6.953 Miles
Cost of Roadway Per Mile- - - - - - $24,521.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	169,764.10	105,000.00	64,764.10
	$172,764.10	$106,800.00	$65,964.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

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AUG 4 - 1959
FOR FILING

S-262(4)

5527

August 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started July 17, 1959, on Contract No. 5527, West Fork, Silvies River-Wrights Point Section, Harney County, in connection with Federal Aid Project No. S-262(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

RECEIVED
AUG 7 - 1959
FOR FILING

S 262(4)

5527

A

July 23, 1959

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on July 2, 1959 accepted your proposal for grading, surfacing and oiling on the West Fork, Silvies River-Wrights Point section of the Frenchglen Highway in Harney County for the sum of $153,981.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5527.

This letter confirms my wire to you of this date. Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 23, 1959

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Contract for grading, surfacing and oiling on the West Fork, Silvies River-Wrights Point section of Frenchglen Highway in Harney County for which you submitted low bid on July 1 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
FORM E-30 25M 9-51 52316
MAR 30 1959
FOR FILING

S-2 2(4)

55-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 27, 1959
Salem, Oregon

SUBJECT: Use of Harney County FAS funds on improvement of Frenchglen Highway FAS 450

To: Mr. G. S. Paxson
OFFICE

Attached is a suggested letter to the B.P.R. forwarding a copy of Harney County's letter authorizing use of $85,000 of its federal fund allocation on a state highway project.

C. G. Swenson
Engineer, County & City Relations

CGS:cg

Att.

NOTED
G. S. PAXSON

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

March 27, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Attached for your information and records is a copy of a letter signed by the Harney County Court authorizing use by the state of $85,000 of federal funds allocated to Harney County for expenditure on the Frenchglen Secondary Highway.

The County Court is of the opinion that improvement of the Frenchglen Highway, FAS 450, is of more importance to the county than improvement of existing county FAS routes and has offered the above funds to aid in construction of a project from the southerly end of federal-aid project S-262 (2) southerly through Wright's Point. The State Highway Commission has accepted this offer.

As a result, fifty per-cent of the fiscal year 1960 funds less $85,000 will be expended on county roads and fifty per-cent of 1960 funds plus $85,000 will be expended on state highways.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Att.

cc: W. C. Williams
C. G. Swenson

Elden Sitz-Sheriff
Alvetta S. Dillard-Treasurer
Norman Oliver-Justice of Peace
C. N. Young-Surveyor

C. W. CRADDOCK
County Judge
JACK DRINKWATER · PLURIBUS TILLER
Commissioners

Don C. Fitton-Clerk
John Gault-Assessor
Wm. J. Crawford-District Attorney
Dr. F. White-Coroner
Dr. John Weare-Health Officer

County Court *for* Harney County
BURNS, OREGON

March 20, 1959

RECEIVED
MAR 25 1959
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $85,000 of federal funds allocated to Harney County under the county FAS policy, which will be matched by State and State FAS funds making a total of approximately $175,000 on an additional unit on the Burns-Frenchglen road in the vicinity of Wrights Point.

Very truly yours,

HARNEY COUNTY COURT
C. W. Craddock
Judge

Commissioner Jack Drinkwater

Commissioner P. Tiller

CWC/ih

FORM E-129

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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3-22
3-5-59

March 13, 1959

Hon. C. W. Craddock
County Judge
Courthouse
Burns, Oregon

Dear Judge Craddock:

On March 5, the Highway Commission took action on your proposal to them on January 23 regarding the use of Harney County's available FAS funds on an improvement project on the Frenchglen Secondary Highway, FAS 450.

The Commission approved the use of $85,000 of the county's FAS funds which will be matched by state funds. The state will supplement this with state FAS funds and state matching funds to finance a project costing approximately $175,000. This project would be similar to the North Unit, Burns-Wrights Point project now under contract.

To proceed with this project it will be necessary to have a letter authorizing the State Highway Commission to use $85,000 of Harney County's allocation of federal funds towards the cost of this project. Attached is a drafted form of a letter agreement.

If satisfactory, please have a letter similar to the attached draft prepared and forward one signed copy to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
Engineer, County & City Relations

CGS:cg
Att.
cc: Mr. Floyd Query

DRAFT

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $85,000 of federal funds allocated to Harney County under the county FAS policy and procedure presently in force in Oregon towards the total cost of constructing the South Unit, Burns-Wrights Point Section of the Frenchglen State Highway, FAS 450.

RECEIVED
MAR 13 1959
FOR FILING

S-262(4)

5527

Salem, Oregon
March 11, 1959

Agreement with Harney County
improvement of Frenchglen
Highway

Mr. C. G. Swenson
County-City Relations Engineer
OFFICE

Please handle the details of preparing an agreement and securing the signatures of the Harney County Court covering expenditure of County FAS Funds on the Frenchglen Secondary Highway in accordance with Judge Craddock's proposal.

I am attaching a copy of a letter, which gives the details, for your information.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

RECEIVED
FEB 17 1959
FOR FILING

S-362(4)

5527

Salem, Oregon
February 16, 1959

Improvement of Frenchglen
Highway in Harney County

Mr. W. C. Williams

I have had a reconnaissance estimate made of the Burns-Frenchglen Section of the Frenchglen Highway, copy of which is attached.

Referring to the lettered sections on the map, you will note that the section from B to D can be constructed for approximately $175,000. Harney County has offered the use of $85,000 of federal funds for this section, which, when matched, would allow for a project of $140,000. I would suggest that we recommend to the Commission the project, 5.3 miles in length, costing $175,000 to be financed on the usual 60-40 basis, using $85,000 county FAS funds matched by $55,000 of State funds, plus a $35,000 project using $21,000 of federal funds matched with $14,000 of state funds. Mr. Probert assures me that finances are available on this basis.

As the allowances and the estimates are quite liberal, I would suggest that we limit the length of the project by the funds available rather than to some specified unit.

Forrest Cooper

FC:fn

Attach.

cc Mr. S. H. Probert

FORM E-30 80M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1959

SUBJECT: Reconnaissance Estimate
Burns-Frenchglen Section
Frenchglen Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

As per recent instructions, we have prepared a reconnaissance estimate of the section Burns to Frenchglen, which I attach.

for Tom Edwards
Construction Engineer

TE:jw

Attach.

[illegible]
FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-10X—50M—6-58—13048

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 11, 1959

SUBJECT: Burns-Frenchglen
Frenchglen Highway
Harney County

To: Mr. Tom Edwards
Construction Engineer
OFFICE

In accordance with verbal instructions, a reconnaissance has been made for improvement of the Frenchglen Highway between Burns and Frenchglen in Harney County. A cursory field investigation had been made with the estimates being developed from these observations.

The existing facility is a rock-surfaced road of inadequate width with the exception of the first six miles which are now under contract and are not included in the estimate. Improvement of this facility would, therefore, commence at Point B on attached map and would entail generally the widening of the present roadbed to standards. Minor realignment, in addition to that covered by a previous location from the Narrowsto Coyote Flat (1937), is anticipated, particularly through areas that appear to be substandard in horizontal and vertical alignment.

There are twelve wood structures from the Burns-Crane Highway Junction to the Narrows. These bridges were built around 1938 and eight of them had been recently widened (1954 and 1958) to a width of 24 feet or more; the remaining four bridges have a horizontal clearance ranging from 23'3" to 23'9". No improvement is anticipated for these structures; however, there may be some minor adjustments in line and grade, and no estimate on this has been made.

The typical section is Class "C" having two 10-foot lanes with 4-foot shoulders. It appears that improvement can be had with maximum 10 degree curvature. Surfacing design is identical to the Burns Junction-West Fork Silvies River Section now under contract as follows: 1¼ inches 0-11 Oil Mat, 2 inches Leveling Course, and 8 inches Base Course; an exception to this design is the Wright's Point Section (C-D on attached map) where leveling course and oil mat are placed on an apparently adequate base. Average bid prices

CONSTRUCTION DIVISION
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for 1958 are used as a guide for the unit prices.

Estimates and sketch map are attached.

J. E. Morelock
Assistant Chief Locating Engineer.

By

William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:law

Attachment

Sheet 1 of 4 Sheets

RECONNAISSANCE ESTIMATE
W. FORK SILVIES RIVER-WRIGHT'S POINT UNIT
BURNS-FRENCHGLEN SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

Unit B-C

Length 3.2 Miles

	Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1.	Clearing & Grubbing	All	-	-	100%	Lump Sum	$ 500
2.	Drainage	Mile	3.2	-	3.2	500	1,600
3.	Gen. Exc., haul incl.	Cu. Yd.	17,000	4,250	21,250	0.35	7,500
4.	Surfacing & Oil Mat	Mile	3.2	-	3.2	27,500	88,000
				Subtotal			$ 97,600
				Engineering & Contingencies			39,400
				Grading & Oiling			137,000
				R/W			1,000
				Estimated Construction Cost			$138,000

RECONNAISSANCE ESTIMATE
WRIGHT'S POINT UNIT
BURNS-FRENCHGLEN SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

Unit C-D

Length 2.1 Miles

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1. Leveling & Oil Mat	Mile	2.1	-	2.1	13,100	$27,510

Subtotal	$27,510
Engineering and Contingencies	11,490
Grading and Oiling*	39,000
R/W	--
Estimated Construction Cost	$39,000

* Grading and drainage had previously been constructed in 1955, and base laid. Base appears to be in good condition; therfore, only leveling and oil mat required for this section.

RECONNAISSANCE ESTIMATE
WRIGHT'S POINT-NARROWS UNIT
BURNS-FRENCHGLEN SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

Unit D-E

Length 10.9 Miles

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	$ 1,500
2. Drainage	Mile	10.9	-	10.9	500	5,450
3. Gen. Exc., Haul incl.	Cu. Yd.	40,000	-	50,000	0.35	17,500
4. Surfacing & Oil Mat	Mile	10.9	-	10.9	27,500	299,750
		Subtotal				$324,200
		Engineering & Contingencies				130,800
		Grading & Oiling				455,000
		R/W				5,000
		Estimated Construction Cost				$460,000

RECONNAISSANCE ESTIMATE
NARROWS-FRENCHGLEN UNIT
BURNS-FRENCHGLEN SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

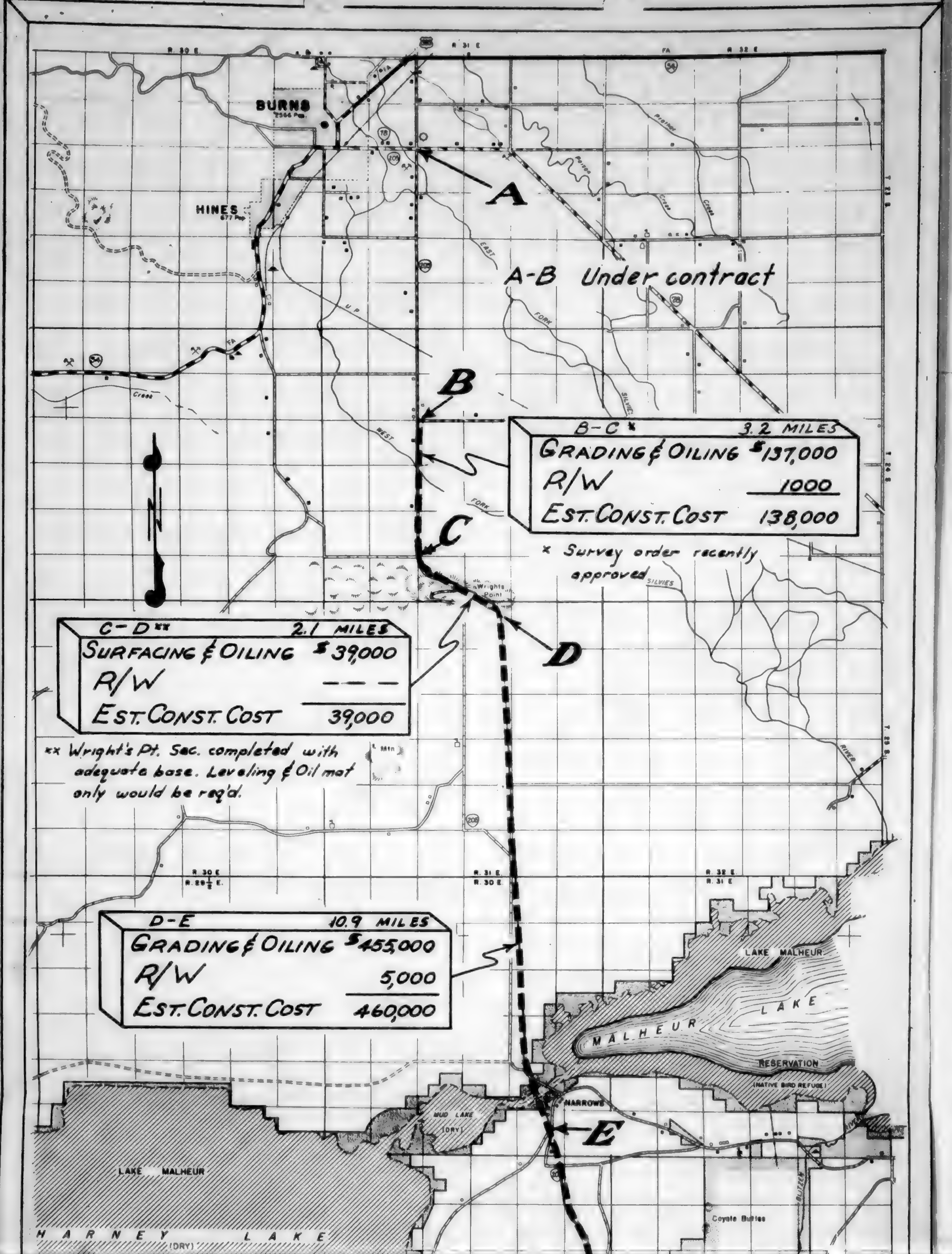
Unit E-F

Length 34.5 Miles

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	$ 6,300
2. Drainage	Mile	34.5	-	34.5	500	17,250
3. Gen. Exc., Haul Incl.	Cu. Yd.	288,600	72,150	360,750	0.35	126,260
4. Surfacing & Oil Mat	Mile	34.5	-	34.5	27,500	948,750

Subtotal	$1,098,560
Engineering & Contingencies	439,440
Grading & Oiling	1,538,000
R/W	12,000
Estimated Construction Cost	$1,550,000

R94


R. 30 E.
R. 31 E.
R. 32 E.
BURNS
2566 Pop.
HINES
677 Pop.
A
B
C
D
E
FA
54
78
205
U P
EAST
FORK
WEST
FORK
SILVIES
Poison
Creek
Prater
Creek
Wrights Point
SILVIES
RIVER
T 23 S
T 24 S
T 25 S
N
R. 30 E.
R. 29½ E.
R. 31 E.
R. 30 E.
R. 32 E.
R. 31 E.
LAKE MALHEUR
MALHEUR LAKE
RESERVATION
(NATIVE BIRD REFUGE)
NARROWS
MUD LAKE
(DRY)
LAKE MALHEUR
BLITZEN
Coyote Buttes
HARNEY LAKE
(DRY)

A-B Under contract

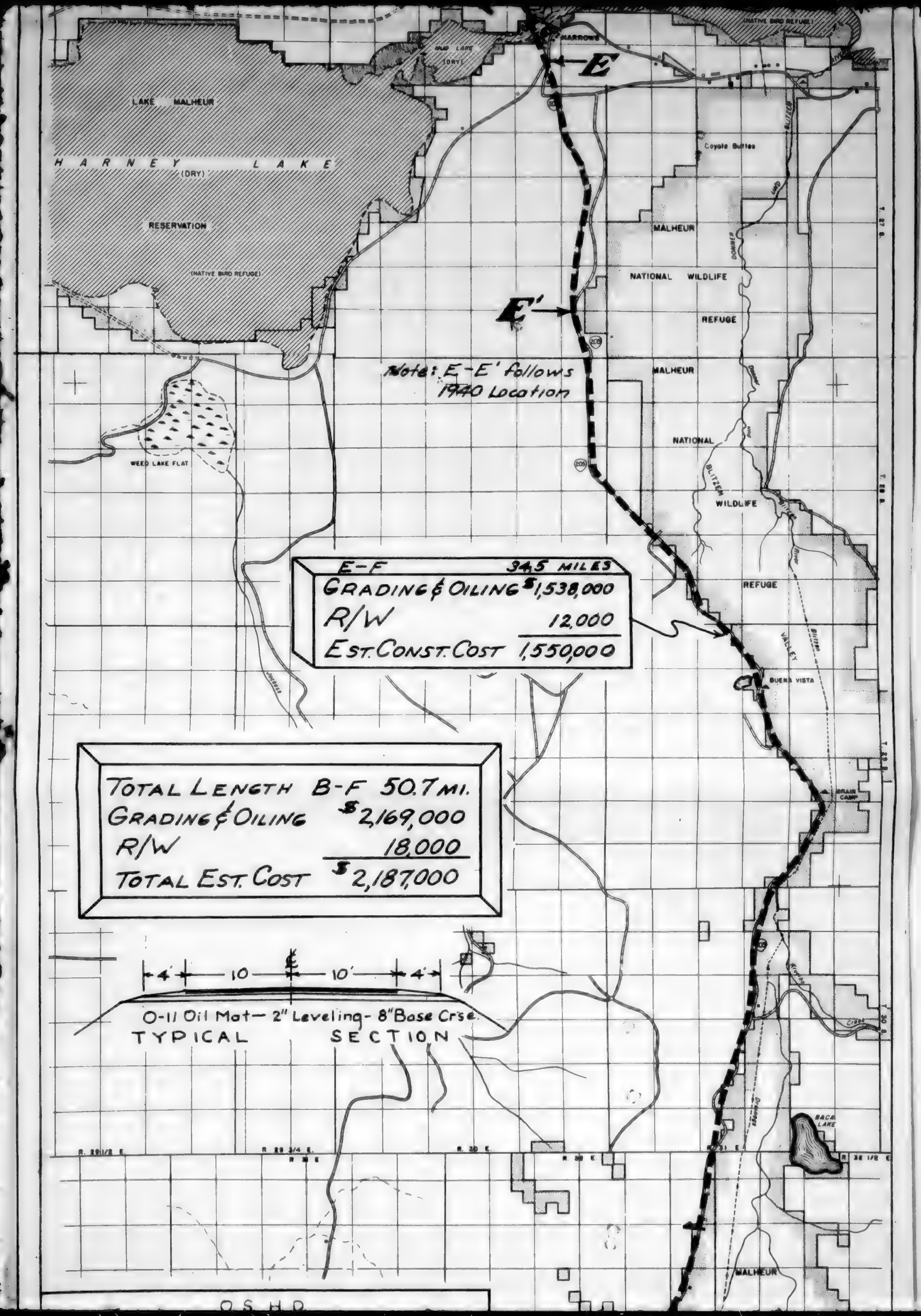
B-C×	3.2 MILES
GRADING & OILING	$137,000
R/W	1000
EST. CONST. COST	138,000

× Survey order recently approved

C-D××	2.1 MILES
SURFACING & OILING	$39,000
R/W	---
EST. CONST. COST	39,000

×× Wright's Pt. Sec. completed with adequate base. Leveling & Oil mat only would be req'd.

D-E	10.9 MILES
GRADING & OILING	$455,000
R/W	5,000
EST. CONST. COST	460,000


NARROWS
MUD LAKE (DRY)
(NATIVE BIRD REFUGE)
E
LAKE MALHEUR
HARNEY LAKE
(DRY)
RESERVATION
(NATIVE BIRD REFUGE)
Coyote Buttes
BLITZEN
LAND
MALHEUR
DONNER
NATIONAL WILDLIFE
E'
REFUGE
205
MALHEUR
NATIONAL
BLITZEN
WILDLIFE
REFUGE
VALLEY
River
WEED LAKE FLAT
BUENA VISTA
GRAIN CAMP
Creek
BACA LAKE
MALHEUR
T. 27 S.
T. 28 S.
T. 29 S.
T. 30 S.
R. 29 1/2 E.
R. 29 3/4 E.
R. 30 E.
R. 31 E.
R. 32 1/2 E.
O S H D

Note: E-E' follows 1940 Location

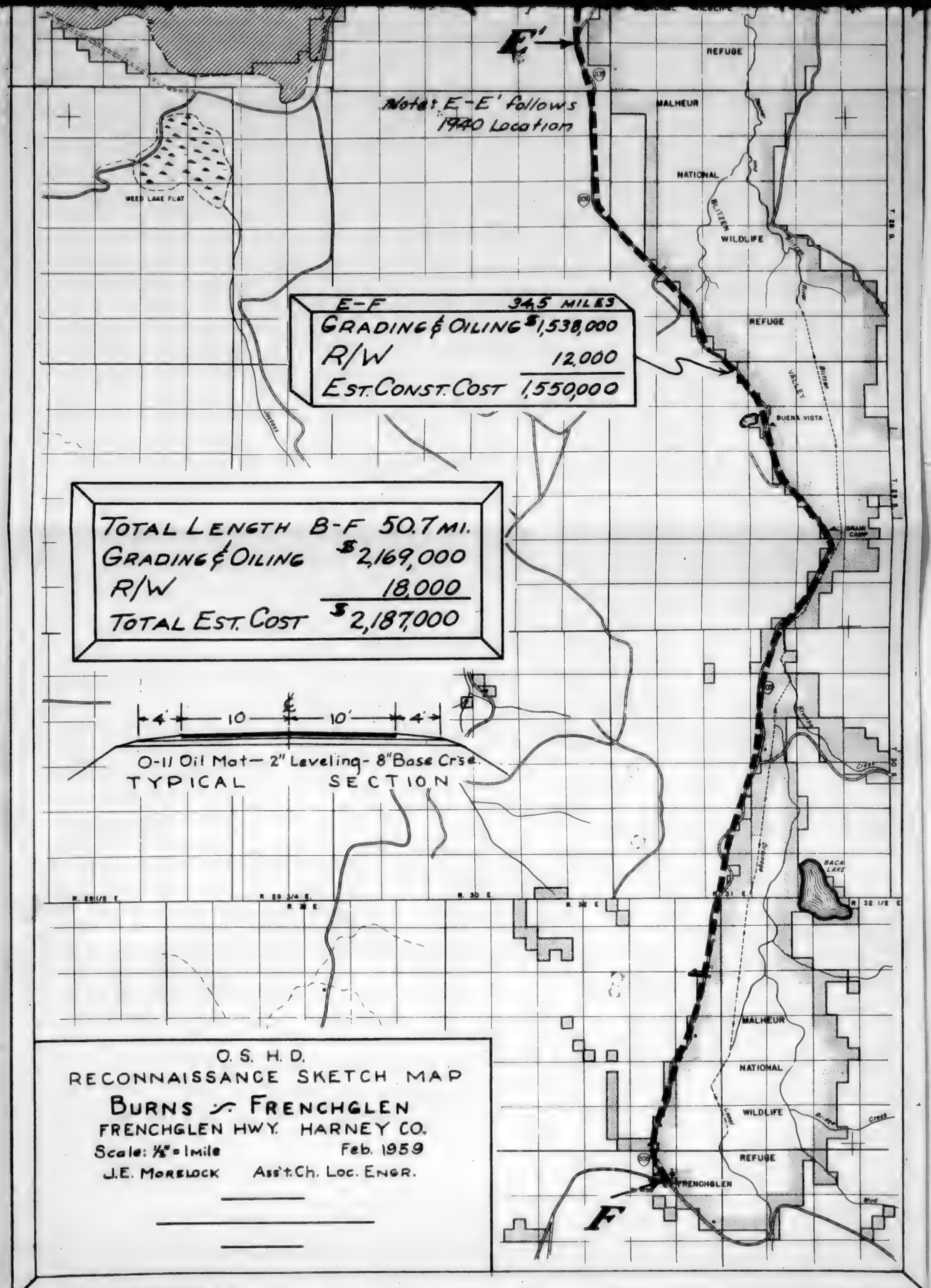
E-F	34.5 MILES
GRADING & OILING	$1,538,000
R/W	12,000
EST. CONST. COST	1,550,000

TOTAL LENGTH B-F	50.7 MI.
GRADING & OILING	$2,169,000
R/W	18,000
TOTAL EST. COST	$2,187,000

4' — 10 — ℄ — 10' — 4'

0-11 Oil Mat — 2" Leveling — 8" Base Cr'se.

TYPICAL SECTION


E'
Note: E-E' follows 1940 Location
REFUGE
MALHEUR
NATIONAL
BLITZEN
WILDLIFE
REFUGE
VALLEY
Blitzen
River
BUENA VISTA
WEED LAKE FLAT
T. 28 S.
T. 29 S.
T. 30 S.
BRAIN CAMP
205
BACA LAKE
R. 28 1/2 E.
R. 29 3/4 E.
R. 30 E.
R. 30 E.
R. 31 E.
R. 32 1/2 E.
MALHEUR
NATIONAL
WILDLIFE
REFUGE
Creek
FRENCHGLEN
F
4'
10
℄
10'
4'

E-F 34.5 MILES
GRADING & OILING $1,538,000
R/W 12,000
EST. CONST. COST 1,550,000

TOTAL LENGTH B-F 50.7 MI.
GRADING & OILING $2,169,000
R/W 18,000
TOTAL EST. COST $2,187,000

O-11 Oil Mat – 2" Leveling – 8" Base Crse.
TYPICAL SECTION

O. S. H. D.
RECONNAISSANCE SKETCH MAP
BURNS – FRENCHGLEN
FRENCHGLEN HWY. HARNEY CO.
Scale: 1/2" = 1 mile Feb. 1959
J.E. Morelock Ass't. Ch. Loc. Engr.

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Salem, Oregon
February 6, 1959

Mr. Tom Edwards

At the last meeting of the Highway Commission, January 23, Judge Craddock of Harney County made an offer of the use of $85,000 of FAS funds which have been allocated to Harney County for use on the Frenchglen Secondary to extend the surfacing southerly from our present work. The State would be required to match this fund on a 40 percent basis, which would allow for a project slightly in excess of $140,000.

Judge Craddock also requested that, in view of the fact that the County was allowing the use of their funds on a state secondary, the Highway Commission "sweeten the pot" by putting in additional funds so that a larger project could be undertaken.

Will you please see if there are secondary funds in Division #5 in an amount of $30,000 or $40,000 that could be used to augment the fund so that a project of $170,000 to $180,000 could be undertaken. Also, please advise the length of the project that could be improved with the available funds.

Forrest Cooper
Deputy State Highway Engineer

FC:ae

cc to: Mr. W. C. Williams
Mr. S. H. Probert

2-2-59

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W. C. WILLIAMS

LOCATION PROSPECTUS
WEST FORK, SILVIES RIVER-WRIGHTS POINT SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

5527

The following prospectus is submitted regarding the above mentioned section. The northerly terminus is at M.P. 6.1, which point is at the end of a project now under construction. The southerly terminus is at M.P. 15.0. The overall length of the project is 8.9 miles.

This will be a location survey for the purpose of preparing plans and estimates for widening and surfacing, except for a 2.1 mile section through Wrights Point which was constructed and surfaced in 1957 under Contract No. 4477. The entire project will receive an 0-11 oil mat. No changes in grade or alignment are contemplated. There are no towns along the route of this project.

Reconnaissance was run in 1957 by V. D. Wolfe. The general route is that of the existing facility. Routine soils investigation will be made. There are no special drainage problems. An economic analysis is not needed at this time.

The present ADT is 50 and the projected 1975 ADT is 100. This will be a Class "F-45" highway, the typical section of which will consist of two 10-foot running lanes with 2-foot shoulders. There will be no provision for climbing lanes or future four-laning. The tentative base design by G. L. Decker is:

0-11 Oil Mat Wearing Course	1¼"
3/4"-0 Level Course	2 "
Grid Rolled Selected Cinder Topping	10 "
Total	13¼"

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This will be an unrestricted access facility with no interchanges. There are no railroad crossings. There is one bridge across the West Fork of the Silvies River and four slough bridges along the route. Two slough bridges and the West Fork Silvies River Bridge may require replacement.

Agreements with the county are not necessary. There are no facilities which will require disposition.

Material sources are being prospected.

There are no state parks affected by this project.

February 2, 1959

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
L. C. Johnson
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

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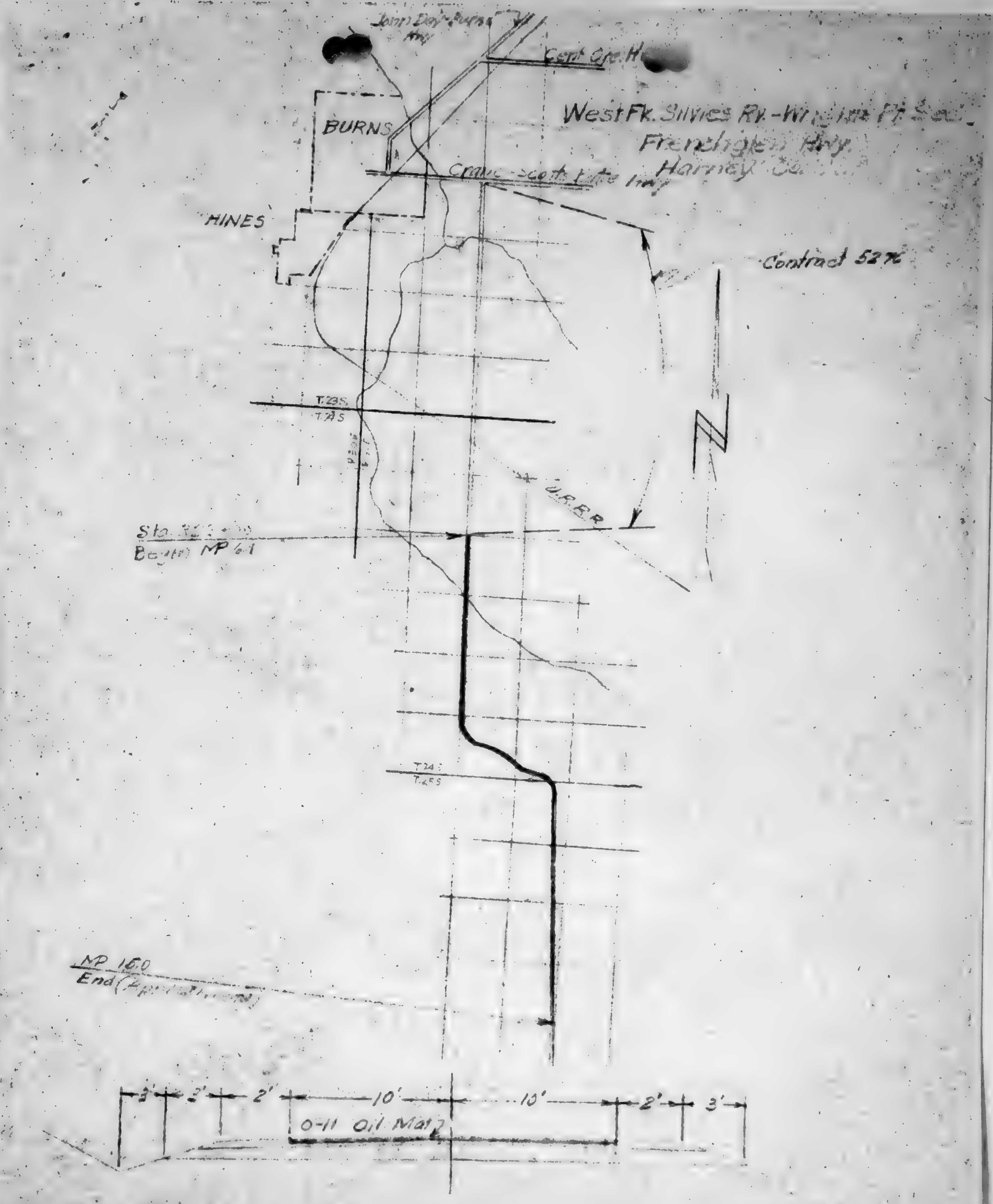
John Day-Burns Hwy
Cent. Ore. H
BURNS
West Fk. Silvies Rv.-Wright's Pt. Sec.
Frenchglen Hwy.
Harney Co.
Crane-Scott Lake Hwy
HINES
Contract 5276
T.23S
T.24S
U.P.R.R.
Sta.
Begin MP 6.1
T.24S
T.25S
MP 16.0
End
3'
3'
2'
10'
10'
2'
3'
0-11 Oil Mat

S-433(1) Walker Rd.-Beaverton Sec. 1959
on Cedar Hills Blvd. (Struc.,
#5528 Grad. & Pav.)

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W. C. WILLIAMS

W. C. Williams

July 14, 1960 A

Walker Road-Beaverton
Contract No. 5528

FINAL COST ANALYSIS

Structure, Grade and Pave
Contractor: Porter W. Yett
Resident Engineer: James Cochell

Prefix 534-1018
Project # S-433(1)

S 433(1)
5528

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	2,500.00		1,000.00	2,500.00
Drainage Excavation	4,389.9	Cu.Yd.	2.80	2.57	11,303.36	12,291.72
General Excavation	8,068.3	Cu.Yd.	0.85	0.75	6,051.23	6,858.06
Finish Roadbed & Slopes	.94	Mile	750.00	750.00	705.00	705.00
8" Concrete Sewer Pipe	682	Lin.Ft.	1.52	1.19	814.84	1,036.64
12" Concrete Sewer Pipe	507	Lin.Ft.	1.94	1.54	782.48	983.58
15" Concrete Sewer Pipe	1,787	Lin.Ft.	3.15	2.25	4,016.04	5,629.05
18" Concrete Sewer Pipe	804	Lin.Ft.	3.67	2.96	2,383.54	2,950.68
30" Concrete Sewer Pipe	1,544	Lin.Ft.	6.72	5.27	8,134.82	10,375.68
36" Concrete Sewer Pipe	172	Lin.Ft.	8.50	6.21	1,068.75	1,462.00
18" C.M.P. Prot.Invert.	74	Lin.Ft.	6.30	5.31	392.84	466.20
18" C.M.P. 12 ga. Prot.Invert	24	Lin.Ft.	30.45	23.13	555.17	730.80
42" C.M.P. Prot.Invert	163	Lin.Ft.	19.27	16.04	2,615.17	3,141.01
Extra for Pipe under Pavement	573	Lin.Ft.	5.25	4.37	2,505.34	3,008.25
8" Perf.Concrete Drain Pipe	3,208	Lin.Ft.	1.26	1.10	3,525.70	4,042.08
Special Backfill in Drains	410.46	Cu.Yd.	5.00	3.85	1,580.59	2,052.30
Concrete Inlets, Type "G"	32	Each	80.00	80.00	2,560.00	2,560.00
Concrete Inlets, Type "D"	4	Each	90.00	90.00	360.00	360.00
Concrete Inlets, Type "G-1"	1	Each	80.00	80.00	80.00	80.00
Concrete Manholes	15	Each	220.00	197.72	2,965.87	3,300.00
Adjustment of Manholes	4	Each	25.00	15.70	62.80	100.00
Concrete Curbs	285.23	Cu.Yd.	37.00	37.00	10,553.51	10,553.51
Coarse Cr.Mat'l in Base	15,339.9	Ton	2.00	1.90	29,151.24	30,679.80

FINAL COST ANALYSIS - Contract No. 5528
Walker Road-Beaverton

Page

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l in Base	2,285.2	Ton	2.10	1.96	4,476.85	4,798.92
Sprinkling	156.4	M-Gal.	3.50	2.86	448.00	547.40
Preparation of Base	.94	Mile	1,000.00	817.01	767.99	940.00
Extra for Paving Approaches	67	Each	30.00	24.84	1,664.42	2,010.00
RS-1 Asphalt	.683	Ton	90.00	87.86	60.01	61.47
Structural Excavation	26.31	Cu. Yd.	4.00	4.00	105.24	105.24
Furnish Treated Timber Piling	1,120	Lin. Ft.	1.20	1.20	1,344.00	1,344.00
Drive Piles	32	Each	40.00	40.00	1,280.00	1,280.00
Class "A" Concrete	100%	All	8,800.00		8,800.00	8,800.00
Metal Reinforcements	100%	All	3,800.00		3,800.00	3,800.00
Metal Handrail	116	Lin. Ft.	10.00	10.00	1,160.00	1,160.00
8" Metal Drain Pipe	14	Lin. Ft.	4.00	4.00	56.00	56.00
Remove Old Bridge & Provide Detour Crossing	100%	All	3,500.00		2,000.00	3,500.00
PA#1 Relocate Mail Boxes	23	Each	10.00	9.83	226.04	230.00
PA#2 Cement Adj. favor of Contr.	10.85	Bbl.	4.80	4.80	52.08	52.08
Force Account					3,287.23	3,475.39
Class "B" Asph. Concrete	5,752.89	Ton	6.10	5.78	33,271.99	35,092.63
					$155,968.14	$173,119.49

Gross Revenue	$ 173,119.49
Total Cost	155,968.14
Net Profit	$ 17,151.35

Net Profit equals 9.9% of Gross Revenue

DETAIL OF COSTS - Contract No. 5528

Labor:					
Labor				$ 24,662.63	
Labor Insurance				2,382.42	
Health & Welfare and Pension				847.90	$ 27,892.95
Materials:					
8" Concrete Sewer Pipe	682	Lin. Ft.	@ $0.48	327.36	
12" Concrete Sewer Pipe	507	Lin. Ft.	@ $0.82	415.74	
15" Concrete Sewer Pipe	1,787	Lin. Ft.	@ $1.30	2,323.10	
18" Concrete Sewer Pipe	804	Lin. Ft.	@ $1.60	1,286.40	
30" Concrete Sewer Pipe	1,544	Lin. Ft.	@ $3.40	5,249.60	
36" Concrete Sewer Pipe	172	Lin. Ft.	@ $4.50	774.00	
18" C.M.P. Prot. Invert.	74	Lin. Ft.	@ $3.50	259.00	
18" C.M.P. Prot. Invert. 12 ga.	24	Lin. Ft.	@ $5.42	130.08	
18" C.M. Bands	2	Each	@ $4.75	9.50	
42" C.M.P. Prot. Invert.	163	Lin. Ft.	@ $10.73	1,748.99	
42" C.M. Bands	6	Each	@ $21.00	126.00	
8" Perf. Conc. Dr. Pipe	3,208	Lin. Ft.	@ $0.60	1,924.80	
Pipe Fittings				2.40	
Pipe used in Force Account				88.77	
Redi-Mix Conc. for Manholes				627.92	
Manhole Casting and Steps				1,065.00	
Cement	162	Sack	@ $1.40	226.80	
Sand	117	Sack	@ $0.50	58.50	
Special Backfill Rock	410.46	Cu. Yd.	@ $2.50	1,026.13	
Coarse Base Cr. Rock	15,339.9	Ton	@ $0.75	11,504.93	
3/4"-0 Crushed Rock	2,285.2	Ton	@ $0.85	1,942.42	
Class B Asph. Conc.	5,752.89	Ton	@ $4.50	25,888.01	
RS-1 Asphalt	.683	Ton	@ $51.40	35.11	57,040.56
Equipment Rentals & Miscellaneous Supplies:					
Equipment Rental				18,249.95	
Gas, Oil and Grease				5,147.90	
Bond				991.51	
P.U.C.				125.75	
P.L. and P.D. Insurance				308.28	
Small Tools and Misc. Supplies				915.75	
Freight and Cartage				1,120.45	
Amt. paid Inland Construction Co., for Structure				27,365.28	
Amt. paid Cushing Bros., for Inlets and Concrete Curbs				13,553.51	
Home Office and General Overhead				3,256.25	71,034.63
				TOTAL COST	$ 155,968.14

Remarks - Contract No. 5528

This was a "Federal Aid Secondary Project" calling for structure, grading and paving of .94 mile of highway roadbed on the Walker Road-Beaverton Section of the Cedar Hills Boulevard in Washington County.

The contract was bid July 1, 1959, awarde July 24, 1959. Work started July 31, 1959 and the project was completed November 25, 1959.

Items 1, 3, 4 and 32 through 39 were performed by the Inland Construction Company. This consisted of the clearing and grubbing, general excavation, finishing roadbed and slopes, and building the structure. Good progress was made on these items. Equipment used on the excavation were a 2-cubic yard front end loader and two 8-cubic yard trucks. Only one half of the roadway could be excavated at one time due to the heavy traffic and rock was placed in the excavated portions immediately to provide safety to the traveling public.

The contractor used a 1/2-cubic yard shovel with backhoe attachment and a crew of five men to install the culvert pipe. Very good progress was made on these items.

Crushing Brothers, cement contractors, placed the concrete inlets and the concrete curbs and made good progress on the cement work.

The rock was purchased from the contractor's commercial crushing plant located near Scholls, and hauled and processed with his own equipment. Good progress was made on the rock items.

The contractor furnished the Class "B" asphaltic concrete from his commercial plant located at Beaverton, hauled with five 8-cubic yard trucks, spread with a Barber-Greene paver and used two rollers to compact the material. Good progress was made on this item.

The contractor had good bid prices, good equipment and good supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By George Kayser

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NOTED P. M. STEPHENSON

5528

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1960

NOTED W. C. WILLIAMS

SUBJECT: Walker Road-Beaverton Section
Cedar Hills Boulevard
Contract No. 5528

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

The subject project was contracted last year by the State Highway Department to Porter W. Yett Company and included structures, grading, and paving on .95 mile of a county road in Washington County. The paving of the section was not completed until very late fall under adverse conditions. During the winter, the surface suffered scaling and raveling along with localized tire chain damage throughout its entire length.

During March the County Engineer, Mr. McKinstry, contacted Division Engineer Johnson and County and City Engineer Swenson for advice as to the repairs that were necessary and for financial assistance in making such repairs. The project was inspected by both Mr. Johnson and Mr. Klaboe. Reports signed by these men are included. At that time, I gave Johnson instructions to contact the Washington County Court and determine if they would proceed with these instructions as a maintenance item at their expense.

On June 13th Mr. McKinstry kept an appointment with Mr. Swenson to reiterate his request that the State share in the cost of repairs. He was referred by Mr. Swenson to Mr. Klaboe, who in turn made another inspection of the job. Mr. Klaboe reports that the surface is in approximately the same condition now as it was last March and that it will take in the neighborhood of 100 tons of A.C. patching plus a light seal to bring it up to a good condition.

We feel that we have some obligation here and therefore recommend that the State offer to do the necessary A.C. patching with their own crews if the County will undertake to do the sealing work at their expense. It is estimated that the patching work necessary will cost about $1,000 and the sealing work about $2,000. Washington County has its own distributor and does its own oiling work.

I have not discussed this plan with Mr. McKinstry or any other member of the Washington County Court. If this plan meets with your approval, it would be appropriate for Mr. Swenson to make the offer to the County contingent, of course, on eventual Commission approval.

APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date 6/28/60

Tom Edwards
Tom Edwards
Construction Engineer

FBK:jk:jw

cc C. G. Swenson
A. E. Johnson

RECEIVED
JUN 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1960

SUBJECT: Walker Road-Beaverton Section
Cedar Street
Contract No. 5528

To: Mr. Tom Edwards
Construction Engineer
Office

Division Engineer A. E. Johnson recently reported that this section, constructed last summer and fall, has suffered considerable damage to the wearing surface this winter. This damage consists of a scaling and raveling, along with localized tire chain damage, throughout the entire length of the wearing surface. An examination of this surface shows that it has an extremely dry and porous appearance. There is also a large percentage of silt stone rock in the mixture. The wearing surface has also been stripped from the base course of the pavement in several areas, varying in length from 50 to 100 feet.

Mr. A. E. Johnson has checked the asphalt content originally placed in the top lift of this A.C. and reports that it was 4.7 per cent. As this was placed late in the year in bad weather, I believe the asphalt content was too low for the type of material used. Some sealing-over may occur during the hot summer weather; however, it is my opinion that it is necessary to do a seal job throughout this project.

Mr. Johnson has recommended that we put an 0.32 seal on the project after doing a certain amount of patching with A.C. I do not believe that the 0.32, using two shots of oil, is required and recommend that the corrective measures should comprise a single shot of emulsion of ~~and~~ about .2 of a gallon per square yard covered with ¼"-#10 rock at a rate of about .004 of a cubic yard per square yard. The total quantities involved would approximate 25 tons of oil and about 102 cubic yards of aggregates.

Contrary to Mr. Johnson's statement concerning the Bureau of Public Roads, I am informed by them that they have accepted and finaled out the job and any corrective measures undertaken at this time would be considered as maintenance items and not reimbursable. Mr. Swenson has also been in contact with Mr. McKinstry, the Washington County Engineer. He stated the job was accepted by Washington County last November and that it was his impression that Mr. McKinstry was seeking advice rather than financial assistance.

I therefore recommend that the Washington County officials be advised of the corrective measures proposed herein but that no reference be made concerning financing of the repairs. I believe this will be a fair way of treating the County, as this repair work falls in the realm of maintenance which is sometimes required on asphaltic concrete, but which normally does not show up until after a winter's use.

FB Klaboe

F. B. Klaboe
Field Construction Engineer

FBK:jw

cc A. E. Johnson
C. G. Swenson

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1 1960
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 10th, 1960

SUBJECT: Walker Road-Beaverton Section
Cedar Street
Contract No. 5528

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: F. B. Klaboe

Recently Mr. E. M. McKinstry, Washington County Engineer, contacted Mr. Clarence Swenson, regarding the subject project, and stated that it was breaking up. As a result, on March 7th Mr. Clarence Swenson, Mr. Benedict and myself, together with Mr. McKinstry and Mr. Al Graham of Washington County, inspected the project.

There is considerable scaling or raveling practically the full length of the project, which has resulted in grooving. There is also some indication of chain ravel during the recent snow storms. At both Walker Road and at the Tualatin Valley Highway intersections, there is considerable scaling of the top course of paving, which has in places removed the entire top course. This condition exists for a length of from 50 to 100 feet at Walker Road, and approximately 25 to 30 feet at the Tualatin Valley Highway. The pavement surface has an appearance of being dry and porous.

The Allen Avenue and Western Avenue project was also inspected, and some local chain ravel was observed, but no raveling damage to the extent on Cedar Street. This is probably due to less traffic on this project, higher asphalt content in the asphaltic concrete, and because this project was paved during better weather.

A check of the laboratory reports on the two projects reveals the following.

	Average Asphalt Content	Material Passing 200
Cedar Street		
Base	5.25%	5.11%
Top	4.70%	4.87%
Allen & Western Avenue		
Base	5.42%	4.78%
Top	5.43%	5.33%

Klaboe

report w/correction

On both these projects there is a preponderance of soft material in the mix, typical of Porter Yett's quarry on the Scholls Highway, but much more so than on previous jobs. This material has the appearance of rock, but air slacks, and probably results in robbing asphalt from the mix.

We believe the reasons for the condition of the pavement to be as follows.

1. The pavement was laid in the late fall. Three laboratory tests indicate average compaction on Cedar Street of 89.9%, and on Allen and Western Avenue 92.2%. The Allen Avenue and Western Avenue Project was paved under more suitable weather conditions.

2. The asphaltic content on Cedar Street is possibly low, some of the asphalt probably being absorbed by soft material, and is probably actually lower than lab reports indicate.

3. Partially at least due to chain ravel, which was extreme due to the inferior quality of the surface.

The following corrective action is recommended.

1. Patch out raveled and scaled areas with asphaltic concrete mix. Estimate 80 tons at $10.00, $800.00.

2. Apply an 0-32 using RS-K emulsion at $5,000. Total $5800.

it has

We are advised by Mr. Swenson that this project has not been finaled out with the Bureau, and it is recommended that we attempt to do this work as State Force under the contract, if the Bureau approves. Washington County officials indicated that they would be agreeable to participating on this work on such a basis, although at that time we were considering an 0-31 seal. We believe an 0-32 to be warrented. If an 0-32 should be approved, possibly Washington County should be contacted further for their participation.

A E Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
cc: James Cochell

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 26, 1959

TO PROSPECTIVE BIDDERS
ON THE WALKER ROAD-BEAVERTON
STRUCTURE, GRADING AND PAVING
PROJECT:

Gentlemen:

This letter is to inform you of an addition to the special provisions for the above-named project, bids for which are to be received on July 1, 1959.

Page 37 will be added to the special provisions and will read as follows:

"Pension and Transportation Costs Reimbursable or Payable:

"Supplementing the provisions set forth in the printed insert bound herewith titled 'Additional Special Provisions ...', under the heading 'Flagmen, Pilot Car Operators and State Participation in Cost', the State will make direct reimbursement to the contractor for 57½ per cent of the amount the contractor is required to contribute to the 'Pension Trust Fund' of a labor union and 57½ per cent of the amount the contractor is required to pay under labor union agreements for travel-transportation costs of employees.

"Supplementing Article 1.9.7 titled 'Payment for Force Account Work' of the standard specifications, in the table which is a part of the second paragraph of said Article 1.9.7, the following shall be inserted under the applicable headings:

"Employer's Required Contributions to the Pension Trust Fund of a Labor Union	15
"Employer's Required Payments of Travel-Transportation Costs Under Labor Union Agreements.	15"

The above addition will be incorporated in the contract for the project and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. WILLIAMS

State Highway Engineer

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Summary & Typical Section*
3-6	*Plan & Profile*

Drg. No's.

2050 Misc. Structures

2050A Precast Manholes

2077 Misc. Details

2105 Concrete Inlets

15152
14654 } *Beaverton Cr. Bridge*
14660

STATE OF

STATE HIGHWAY

PLANS FOR PROPO

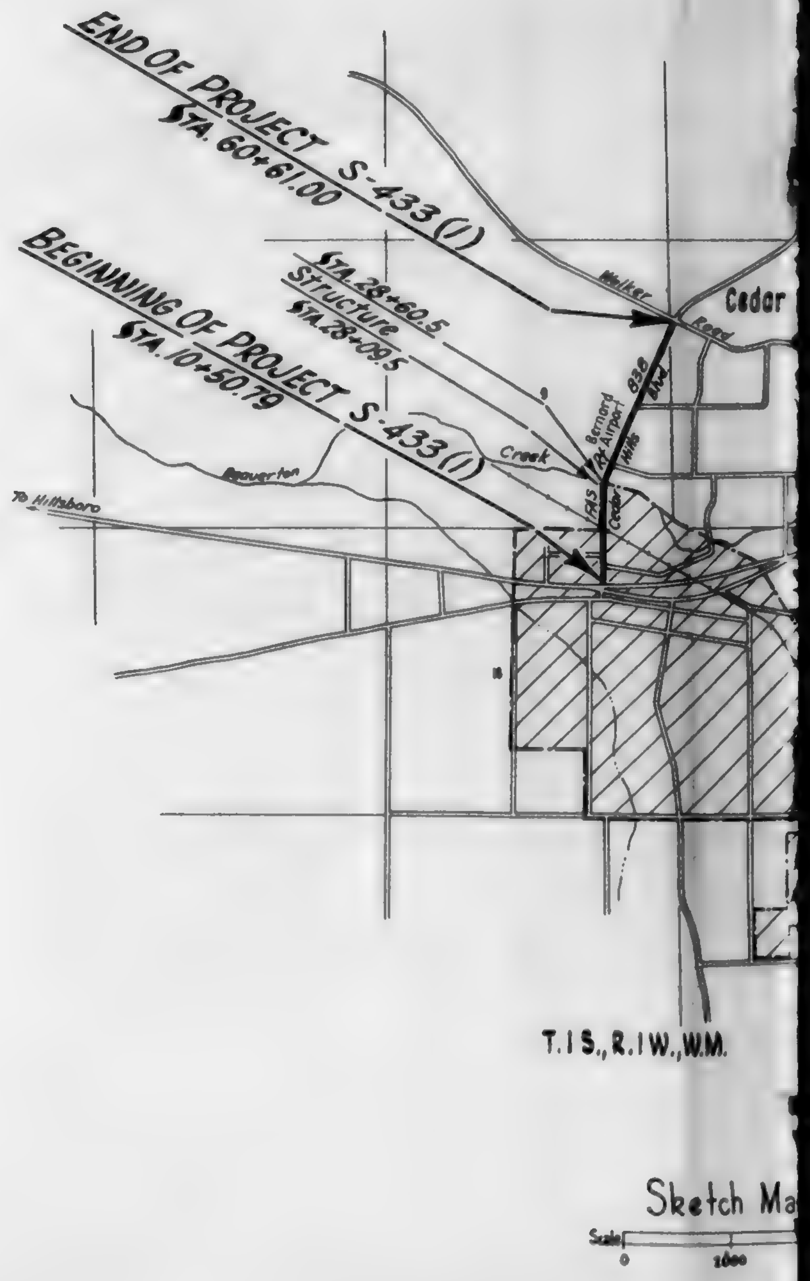
STRUCTURE.
GRADING & PAV

WALKER ROAD~BEAV

CEDAR HILLS

WASHINGTON CO

JULY 1, 1959


END OF PROJECT S-433(1)
STA. 60+61.00
STA. 28+60.5
Structure
STA. 28+09.5
BEGINNING OF PROJECT S-433(1)
STA. 10+50.79
Walker
Road
Cedar
Bernard Rd. Airport
838
Blvd.
F.A.S.
Cedar Hills
Creek
Beaverton
To Hillsboro
T.1 S., R.1 W., W.M.
Scale
0
1000

Sketch Ma

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

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2050A Precast Manholes
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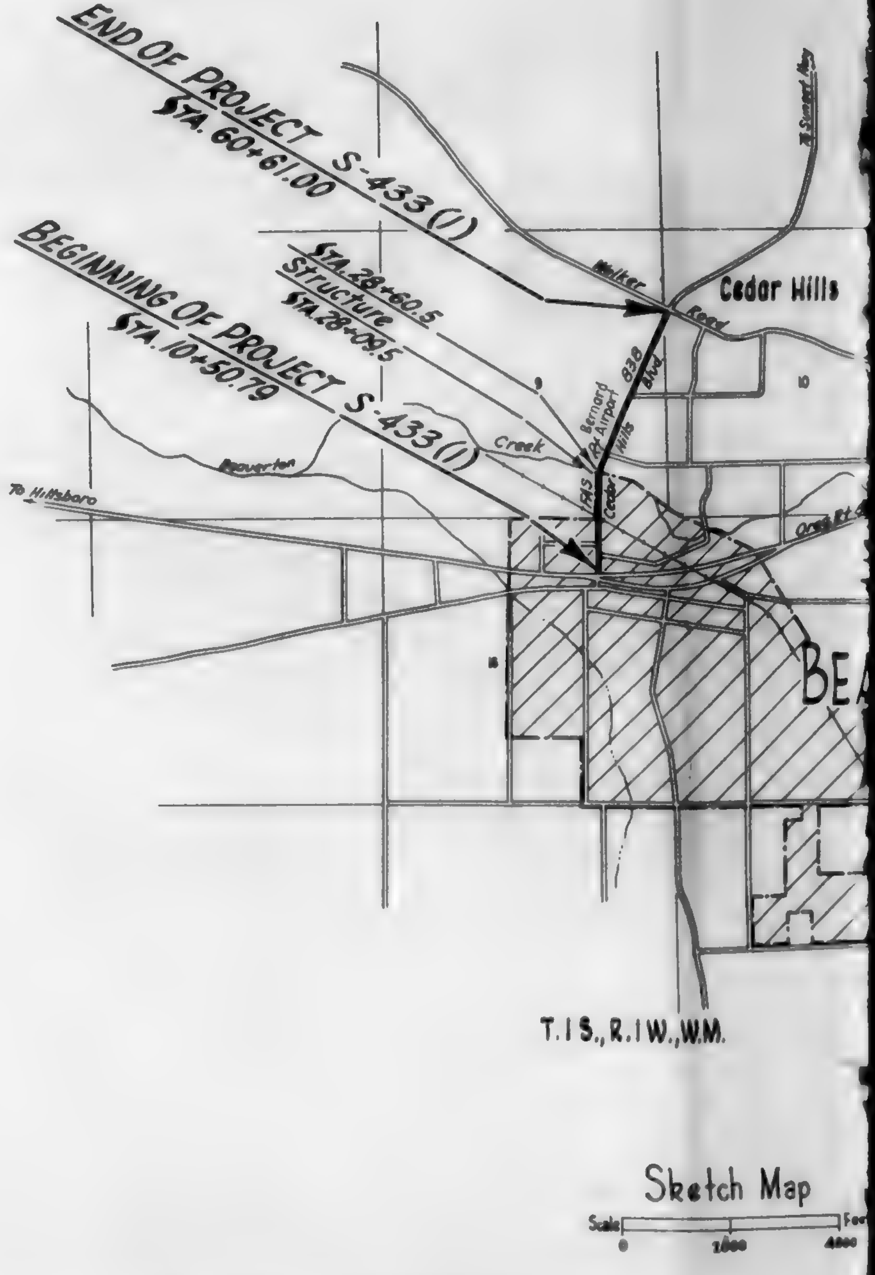
2105 Concrete Inlets
15152
14654 } Beaverton Cr. Bridge
14660

STATE OF OR
STATE HIGHWAY D
PLANS FOR PROPOSE
STRUCTURE,
GRADING & PAVING

WALKER ROAD~BEAVER
CEDAR HILLS BLVD-
WASHINGTON COUNTY
JULY 1, 1959


END OF PROJECT S-433(1)
STA. 60+61.00
STA. 28+60.5
Structure
STA. 28+09.5
BEGINNING OF PROJECT S-433(1)
STA. 10+50.79
To Sunset Hwy
Walker Road
Cedar Hills
838 Blvd
Bernard Rd Airport
FAS Cedar Hills
Creek
Beaverton
To Hillsboro
Creek Rd
10
BEA
T.1S., R.1W., W.M.
Sketch Map
Scale
0
2000
4000
Fe

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
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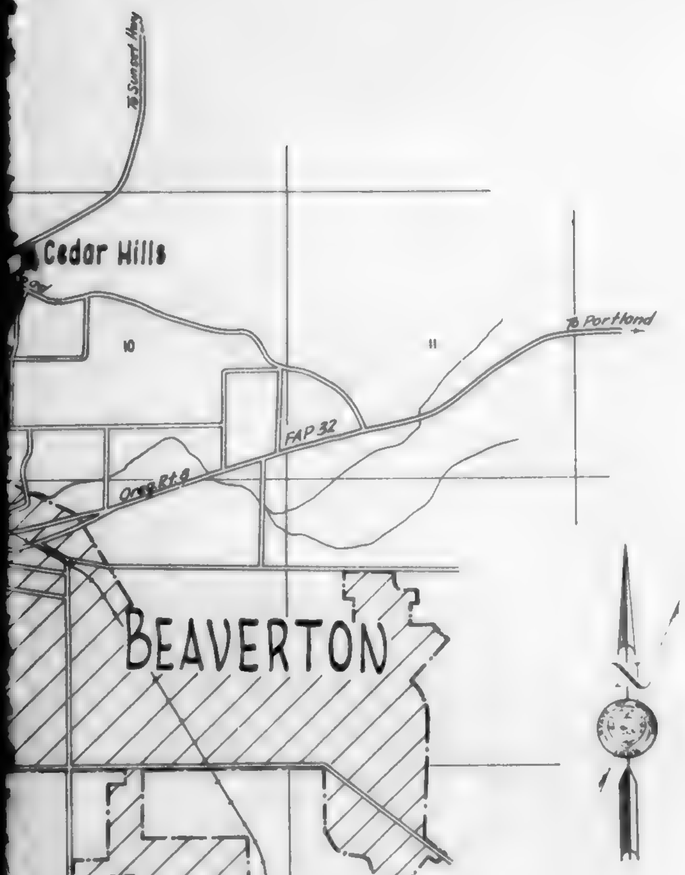
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

WALKER ROAD-BEAVERTON SECTION CEDAR HILLS BLVD. WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		*See Index*

OF OREGON
AY DEPARTMENT

OPOSED PROJECT
OCTURE,
& PAVING

EAVERTON SECTION
LLS BLVD.
ON COUNTY
1, 1959


To Sunset Hwy
Cedar Hills
10
11
To Portland
FAP 32
Oreg Rt 8
BEAVERTON

W.M.

etch Map

Feet
2000
4000

1560
Forrest Cooper
JULY 8, 1932
FORREST COOPER

Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

M.K.McIver Chairman
Kenneth N. Fridley Commissioner
Glenn L. Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER DATE

SUMMARY

Length of FA Project 0.949 Miles

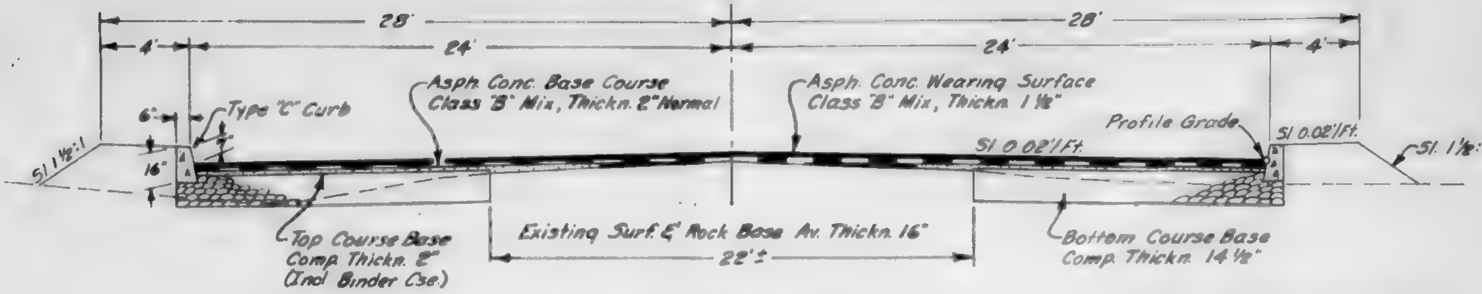
	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
ROADWORK	Clearing and Grubbing	All	All		All
	Drainage Excavation, Unclassified	Cu. Yd.	3,404	336	3,740
	General Excavation, Unclassified	" "	7,119	690	7,800
	Finishing Roadbed and Slopes	Mile	0.94		0.94
	8-inch Sewer Pipe	Lin. Ft.	742	78	820
	12-inch " "	" "	540	60	600
	15-inch " "	" "	1,784	176	1,960
	18-inch " "	" "	814	86	900
	30-inch " "	" "	1,544	156	1,700
	36-inch " "	" "	220	20	240
	18-inch Corrugated Metal Pipe, Protected Invert	" "	70	10	80
	18-inch Corrugated Metal Pipe, 12 Gage, Protected Invert	" "	24	2	26
	42-inch Corrugated Metal Pipe, Protected Invert	" "	108	12	120
	Extra for Pipe Under Pavement	" "	327	33	360
	8-inch Perforated Concrete Drain Pipe	" "	3,342	338	3,680
	Special Backfill in Drains	Cu. Yd	413	47	460
	Concrete Inlets, Type "G"	One	32	4	36
	Concrete Inlets, Type "D"	"	6		6
	Concrete Inlets, Type "G-1"	"	1		1
	Concrete Manholes	"	15	1	6
	Adjustment of Manholes	"	5	1	6
	Concrete Curbs	Cu. Yd.	283	17	300
	Coarse Crushed Material in Base	Ton	11,784	1,216	13,000
	¾"-0 Material in Base	"	2,204	216	2,420
	Sprinkling	M-Gal.	276	24	300
	Preparation of Base	Mile	0.94		0.94
	¾"-0 Material in Binder Course	Cu. Yd.	105	5	110
	RC-3 Asphalt	Ton	33	3	36
	Class "B" Asphaltic Concrete	"	5,434	366	5,800
	Extra for Paving Approaches	One	63	7	70
	RS-1 Asphalt	Ton	0.8	0.2	1
STRUCTURES	Structural Excavation	Cu. Yd.	52	8	60
	Furnish Treated Timber Piling	Lin. Ft.	1,200		1,200
	Drive Piles	One	32		32
	Class "A" Concrete	All	All		All
	Metal Reinforcement	All	All		All
	Metal Handrail	Lin. Ft.	116		116
	8-inch Metal Drain Pipe	Lin. Ft.	36	4	40
	Remove Old Bridge and Provide Detour Crossing	All	All		All

WALKER RD ~ BEAVERTON SEC.
CEDAR HILLS BLVD.
WASHINGTON COUNTY

SHEET No. 2

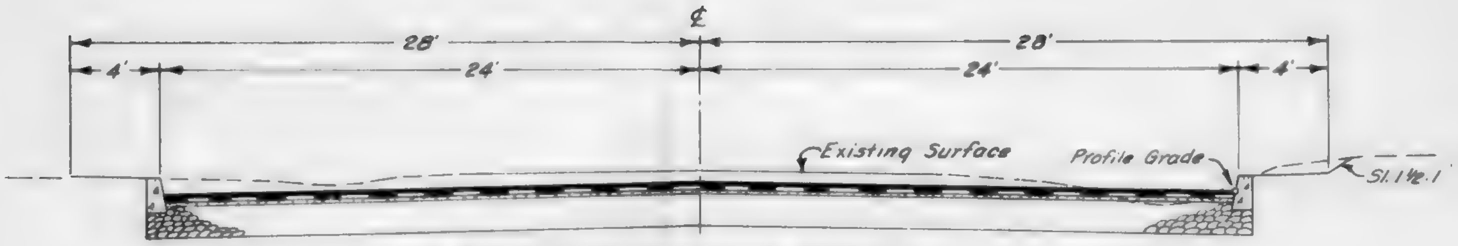
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		See Index

TYPICAL SECTION


℄
28'
28'
4'
24'
24'
4'
6"
16"
Type "C" Curb
Asph. Conc. Base Course Class "B" Mix, Thickn. 2" Normal
Asph. Conc. Wearing Surface Class "B" Mix, Thickn. 1½"
Profile Grade
Sl 0.02'/Ft.
Sl 0.02'/Ft.
Sl 1½:1
Sl. 1½:1
Top Course Base Comp. Thickn. 2" (Incl Binder Cse.)
Existing Surf. & Rock Base Av. Thickn. 16"
22'±
Bottom Course Base Comp. Thickn. 14½"

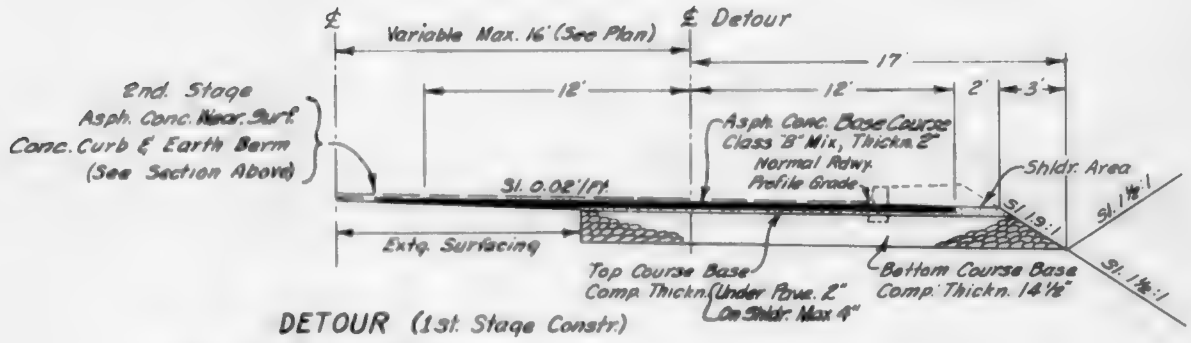
Note: Method of Feathering as per Drg. No. 2077

Sta. 10+50.79 To 51+50
Sta. 56+50 60+61

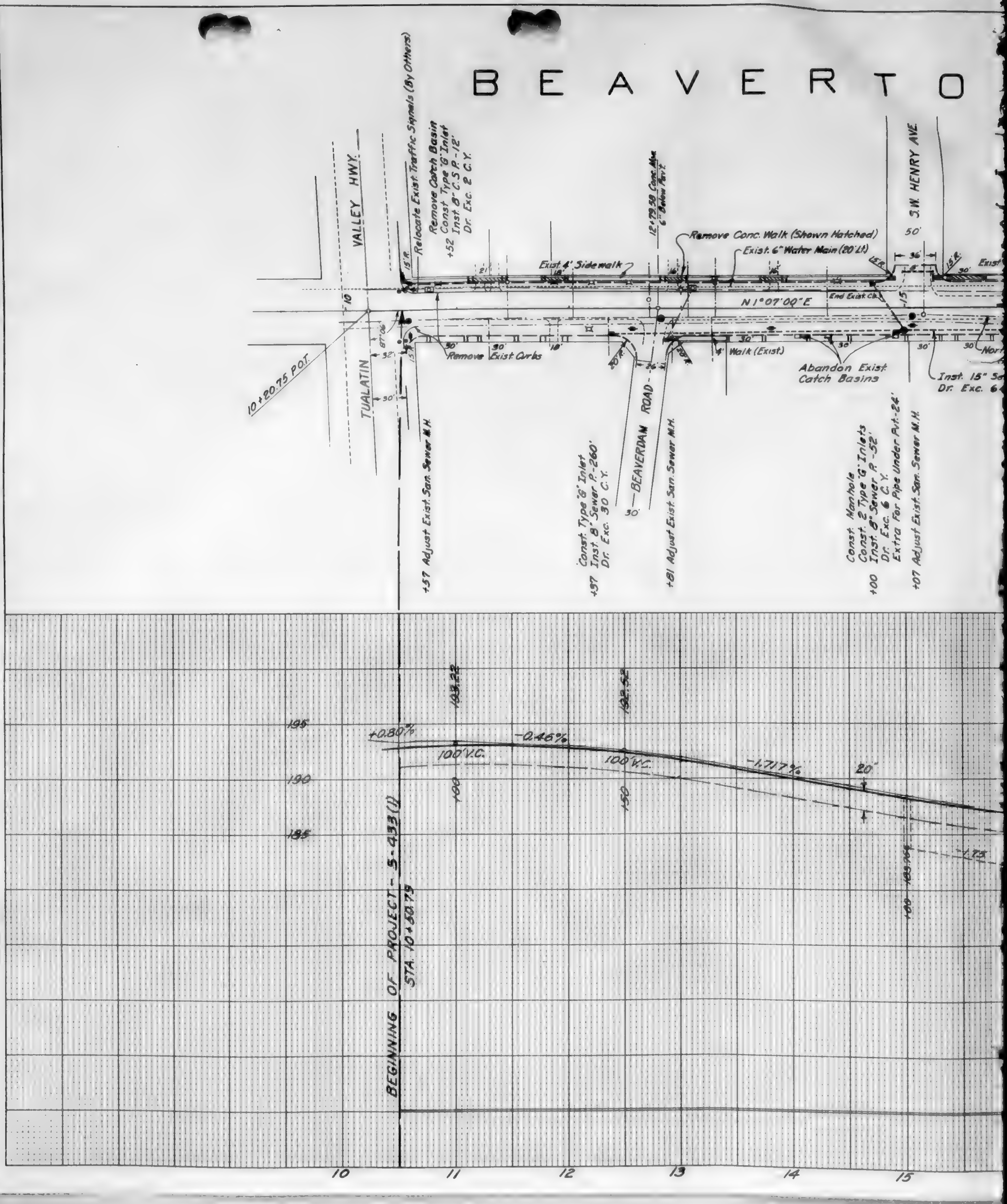

℄
28'
28'
4'
24'
24'
4'
Existing Surface
Profile Grade
Sl. 1½:1

For Paving & Surfacing Details See Section Above

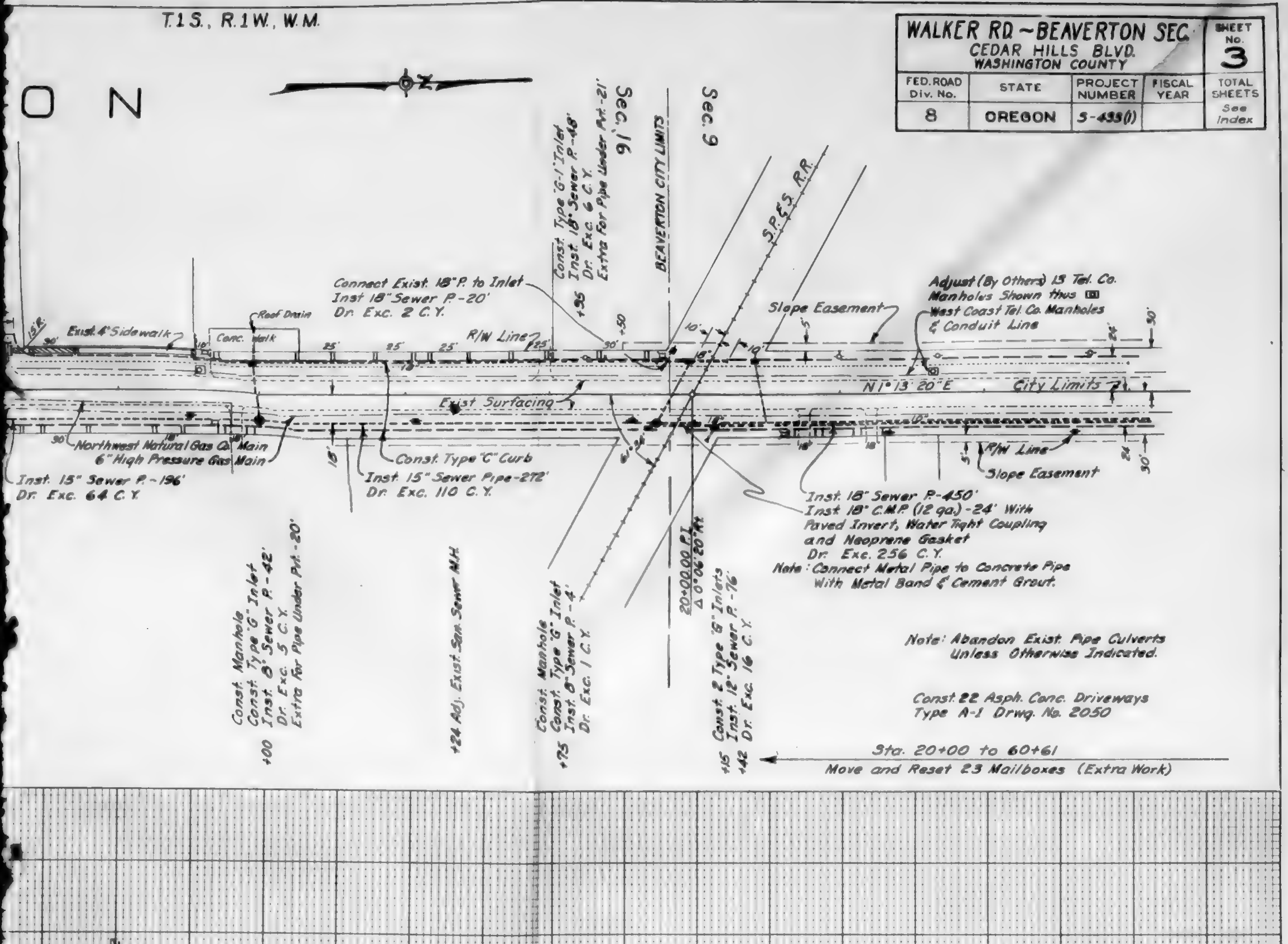
Sta. 51+50 To 56+50


℄
℄ Detour
Variable Max. 16' (See Plan)
17'
12'
12'
2'
3'
2nd. Stage Asph. Conc. Wear. Surf. Conc. Curb & Earth Berm (See Section Above)
Asph. Conc. Base Course Class "B" Mix, Thickn. 2"
Normal Rdwy. Profile Grade
Sl. 0.02'/Ft.
Shldr. Area
Sl. 1:9:1
Sl. 1½:1
Sl. 1½:1
Extg. Surfacing
Top Course Base Comp. Thickn. Under Pave. 2" On Shldr. Max 4"
Bottom Course Base Comp. Thickn. 14½"

DETOUR (1st. Stage Constr.)
Sta. 26+50 To 30+50


BEAVERTO
VALLEY HWY.
TUALATIN
10+20.75 P.O.T.
10
87°06'
32'
30'
15'R.
Relocate Exist. Traffic Signals (By Others)
Remove Catch Basin
+52 Const. Type 'G' Inlet
Inst. 8" C.S.P.-12'
Dr. Exc. 2 C.Y.
12+79.50 Conc. Mkr. 6" Below Pav't.
Exist. 4' Sidewalk
21'
18'
16'
Remove Conc. Walk (Shown Hatched)
Exist. 6" Water Main (20' Lt.)
N 1°07'00" E
End Exist. Cb.
S.W. HENRY AVE.
50'
36'
15'R.
15
Exist
30'
Remove Exist. Curbs
20'R.
26'
BEAVERDAN ROAD
4' Walk (Exist.)
Abandon Exist. Catch Basins
Inst. 15" Sa
Dr. Exc. 6
Nor
+57 Adjust Exist. San. Sewer M.H.
+57 Const. Type 'G' Inlet
Inst. 8" Sewer P.-260'
Dr. Exc. 30 C.Y.
+81 Adjust Exist. San. Sewer M.H.
+00 Const. Manhole
Const. 2 Type 'G' Inlets
Inst. 8" Sewer P.-52'
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt.-24'
+07 Adjust Exist. San. Sewer M.H.
195
190
185
+0.80%
-0.46%
100' V.C.
100' V.C.
-1.717%
20"
193.22
+00
192.52
+50
+00
-1.75
BEGINNING OF PROJECT - S-433(1)
STA. 10+50.79
10
11
12
13
14
15

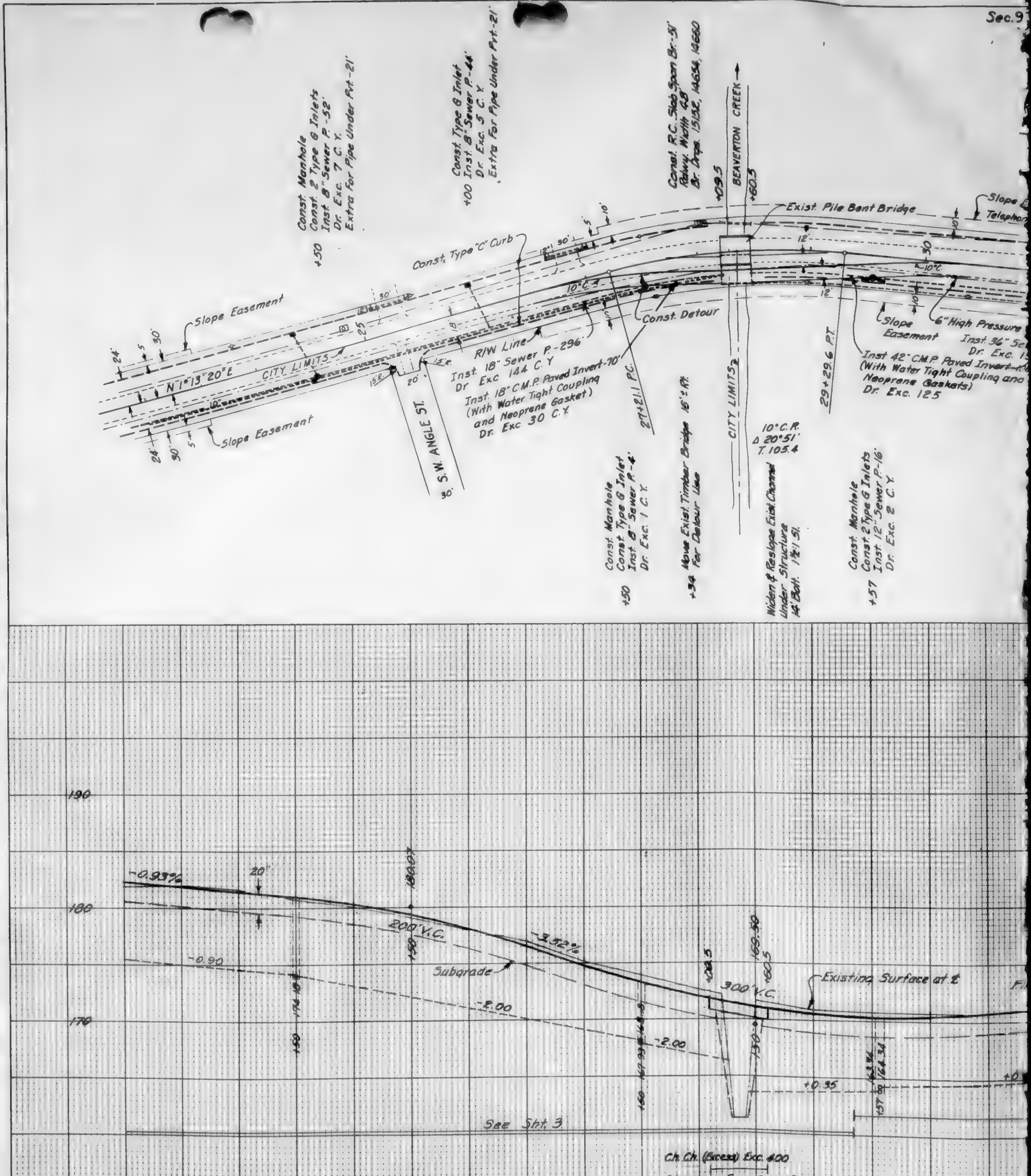
WALKER RD.~BEAVERTON SEC. CEDAR HILLS BLVD. WASHINGTON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		See Index


T.1S., R.1W., W.M.
O N
N
Sec. 16
Sec. 9
BEAVERTON CITY LIMITS
S.P.&S. R.R.
Const. Type 'G-1' Inlet
Inst. 18" Sewer P. -48'
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt. -21'
+95
+50
Connect Exist. 18" P. to Inlet
Inst. 18" Sewer P. -20'
Dr. Exc. 2 C.Y.
Roof Drain
Exist. 4' Sidewalk
Conc. Walk
15' R.
90'
10'
25'
25'
25'
25'
R/W Line
30'
10'
18'
10'
Slope Easement
5'
Adjust (By Others) 13 Tel. Co. Manholes Shown thus ▣
West Coast Tel. Co. Manholes & Conduit Line
24'
30'
N 1° 13' 20" E
City Limits
Exist. Surfacing
90'
18'
Northwest Natural Gas Co. Main
6" High Pressure Gas Main
Inst. 15" Sewer P. -196'
Dr. Exc. 64 C.Y.
15'
Const. Type "C" Curb
Inst. 15" Sewer Pipe -272'
Dr. Exc. 110 C.Y.
18'
18'
R/W Line
5'
Slope Easement
24'
30'
Inst. 18" Sewer P. -450'
Inst. 18" C.M.P. (12 ga.) -24' With Paved Invert, Water Tight Coupling and Neoprene Gasket
Dr. Exc. 256 C.Y.
Note: Connect Metal Pipe to Concrete Pipe With Metal Band & Cement Grout.
+00 Const. Manhole
Const. Type 'G' Inlet
Inst. 8" Sewer P. -42'
Dr. Exc. 5 C.Y.
Extra For Pipe Under Pvt. -20'
+24 Adj. Exist. San. Sewer M.H.
+75 Const. Manhole
Const. Type 'G' Inlet
Inst. 8" Sewer P. -4'
Dr. Exc. 1 C.Y.
20+00.00 P.I.
Δ 0°06'20" Rt.
+15 Const. 2 Type 'G' Inlets
+42 Inst. 12" Sewer P. -76'
Dr. Exc. 16 C.Y.
186.52
200' V.C.
+00
Finish Grade 24' Rt.
-0.40%
Existing Surface at ℄
+50
194.72
-0.93%
100' V.C.
-1.75
Subgrade
-0.66
180.25
+00
Storm Sewer Grade
-0.90
+75
179.45
190
180
Exc. 1812
Emb. 1509
16
17
18
19
20
21
22
23

Note: Abandon Exist. Pipe Culverts Unless Otherwise Indicated.

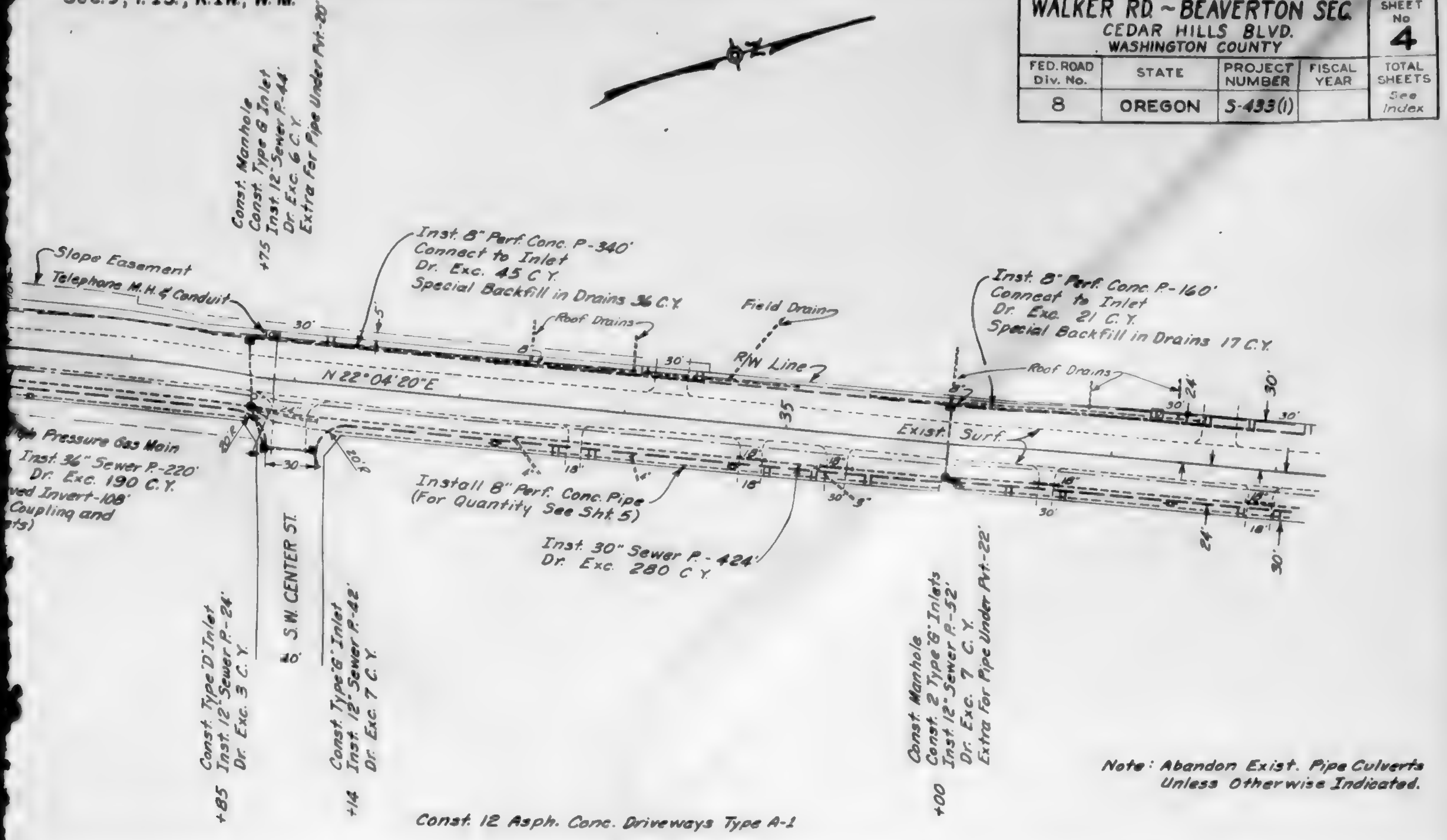
Const. 22 Asph. Conc. Driveways Type A-1 Drwg. No. 2050

Sta. 20+00 to 60+61
Move and Reset 23 Mailboxes (Extra Work)


Sec.9
Const. Manhole
Const. 2 Type G Inlets
Inst. 8" Sewer P.-52'
Dr. Exc. 7 C.Y.
Extra For Pipe Under Pvt.-21'
+50
Const. Type G Inlet
+00 Inst. 8" Sewer P.-44'
Dr. Exc. 5 C.Y.
Extra For Pipe Under Pvt.-21'
Const. R.C. Slab Span Br.-51'
Rdwy. Width 48'
Br. Drgs. 15152, 14654, 14660
+09.5
BEAVERTON CREEK
+60.5
Exist. Pile Bent Bridge
Slope E
Telephon
Const. Type "C" Curb
Slope Easement
N 1°13'20" E
CITY LIMITS
R/W Line
Inst. 18" Sewer P.-296'
Dr. Exc. 144 C.Y.
Inst. 18" C.M.P. Paved Invert-70'
(With Water Tight Coupling
and Neoprene Gasket)
Dr. Exc. 30 C.Y.
Const. Detour
10°C.
S.W. ANGLE ST.
Slope Easement
27+21.1 P.C.
CITY LIMITS
29+29.6 P.T.
10°C.R.
Δ 20°51'
T. 105.4
Slope Easement
6" High Pressure
Inst. 36" Se
Dr. Exc. 1
Inst. 42" C.M.P. Paved Invert-1
(With Water Tight Coupling and
Neoprene Gaskets)
Dr. Exc. 125
+50
Const. Manhole
Const. Type G Inlet
Inst. 8" Sewer P.-4'
Dr. Exc. 1 C.Y.
+34 Move Exist. Timber Bridge 16'± Rt.
For Detour Use
Widen & Reslope Exist. Channel
Under Structure
14' Bott. 1½:1 Sl.
+57
Const. Manhole
Const. 2 Type G Inlets
Inst. 12" Sewer P.-16'
Dr. Exc. 2 C.Y.
190
180
170
-0.93%
20"
188.07
200' V.C.
-3.52%
Subgrade
-0.90
-2.00
-2.00
300' V.C.
Existing Surface at ℄
+0.35
See Sht. 3
Ch. Ch. (Excess) Exc. 400
Dispose of as Specified
23
24
25
26
27
28
29
30

Sec. 9, T.1S., R.1W., W.M.

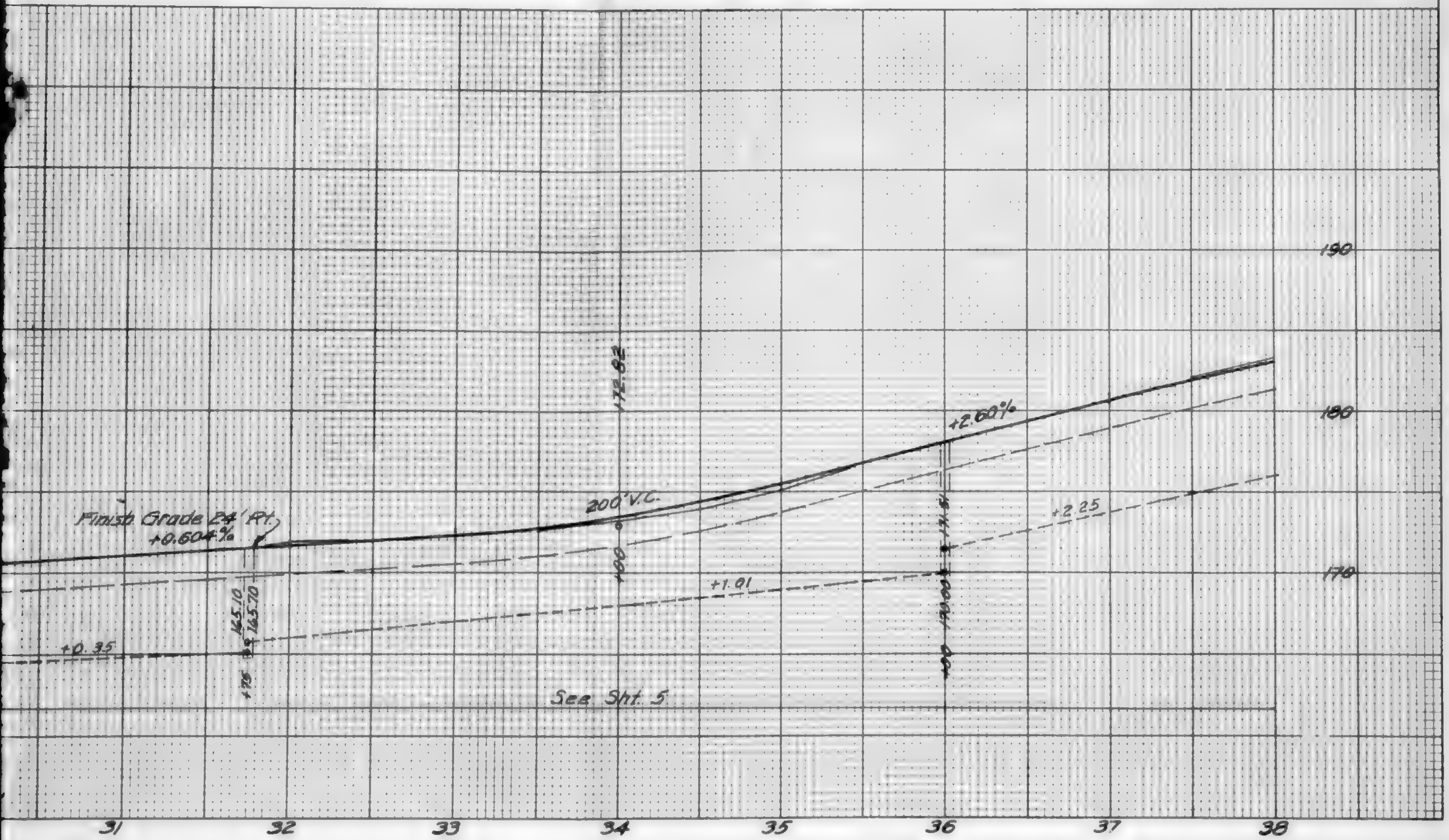
WALKER RD. ~ BEAVERTON SEC. CEDAR HILLS BLVD. WASHINGTON COUNTY				SHEET No 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		See Index

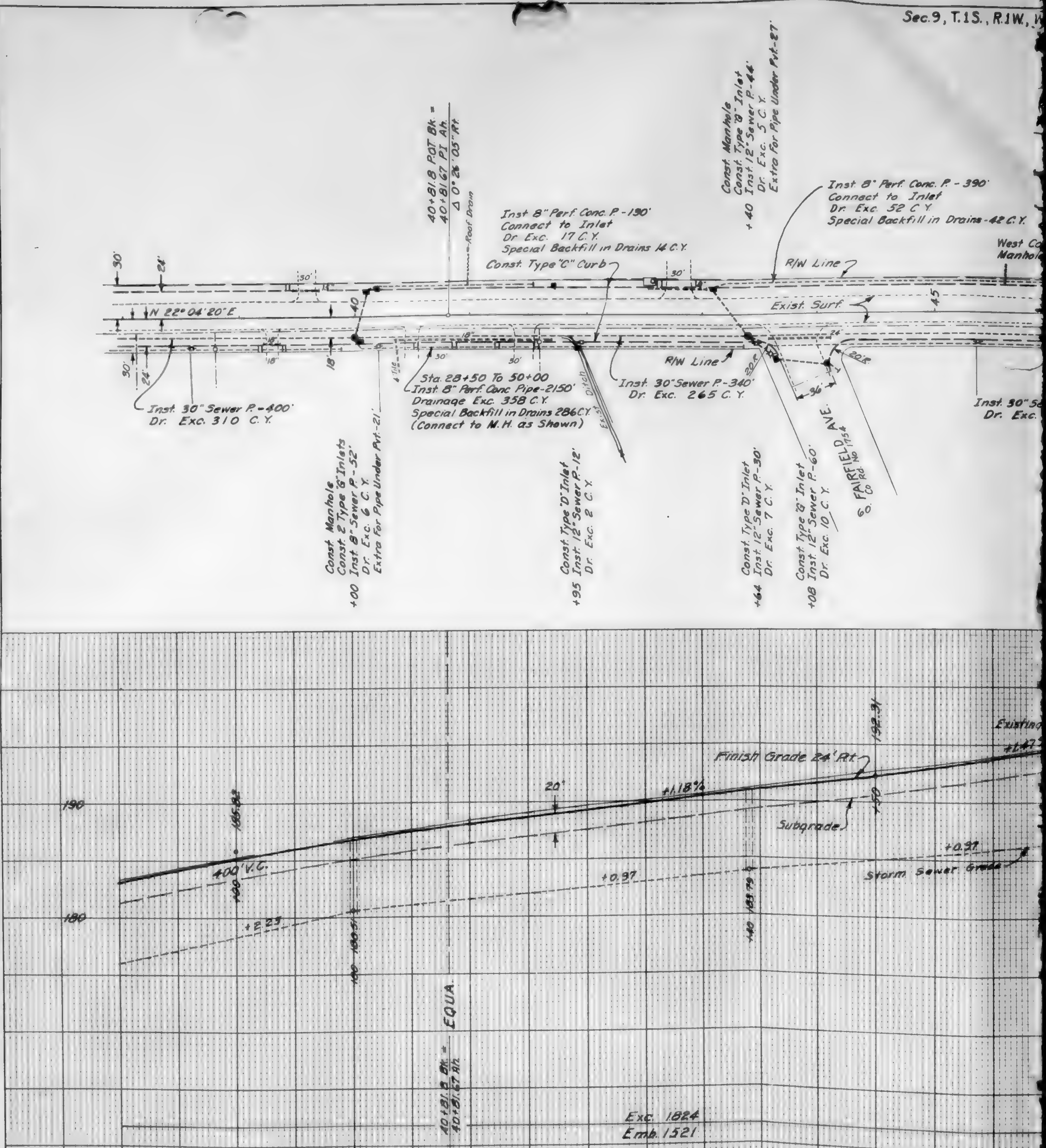


Const. Manhole
Const. Type G Inlet
+75 Inst. 12" Sewer P-44'
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt-20'
Slope Easement
Telephone M.H. & Conduit
30'
5'
Inst. 8" Perf. Conc. P-340'
Connect to Inlet
Dr. Exc. 45 C.Y.
Special Backfill in Drains 36 C.Y.
Roof Drains
Field Drain
30'
R/W Line
N 22°04'20"E
35
Inst. 8" Perf. Conc. P-160'
Connect to Inlet
Dr. Exc. 21 C.Y.
Special Backfill in Drains 17 C.Y.
Roof Drains
24'
30'
30'
Exist. Surf.
High Pressure Gas Main
Inst. 36" Sewer P-220'
Dr. Exc. 190 C.Y.
ved Invert-108'
Coupling and
ts)
20'R
30
20'R
24"
18"
18"
18"
18"
30'
18"
30'
24'
18"
30'
Install 8" Perf. Conc. Pipe
(For Quantity See Sht. 5)
Inst. 30" Sewer P-424'
Dr. Exc. 280 C.Y.
S.W. CENTER ST.
40'
Const. Type 'D' Inlet
+85 Inst. 12" Sewer P-24'
Dr. Exc. 3 C.Y.
Const. Type 'G' Inlet
+14 Inst. 12" Sewer P-42'
Dr. Exc. 7 C.Y.
Const. Manhole
Const. 2 Type 'G' Inlets
+00 Inst. 12" Sewer P-52'
Dr. Exc. 7 C.Y.
Extra For Pipe Under Pvt-22'

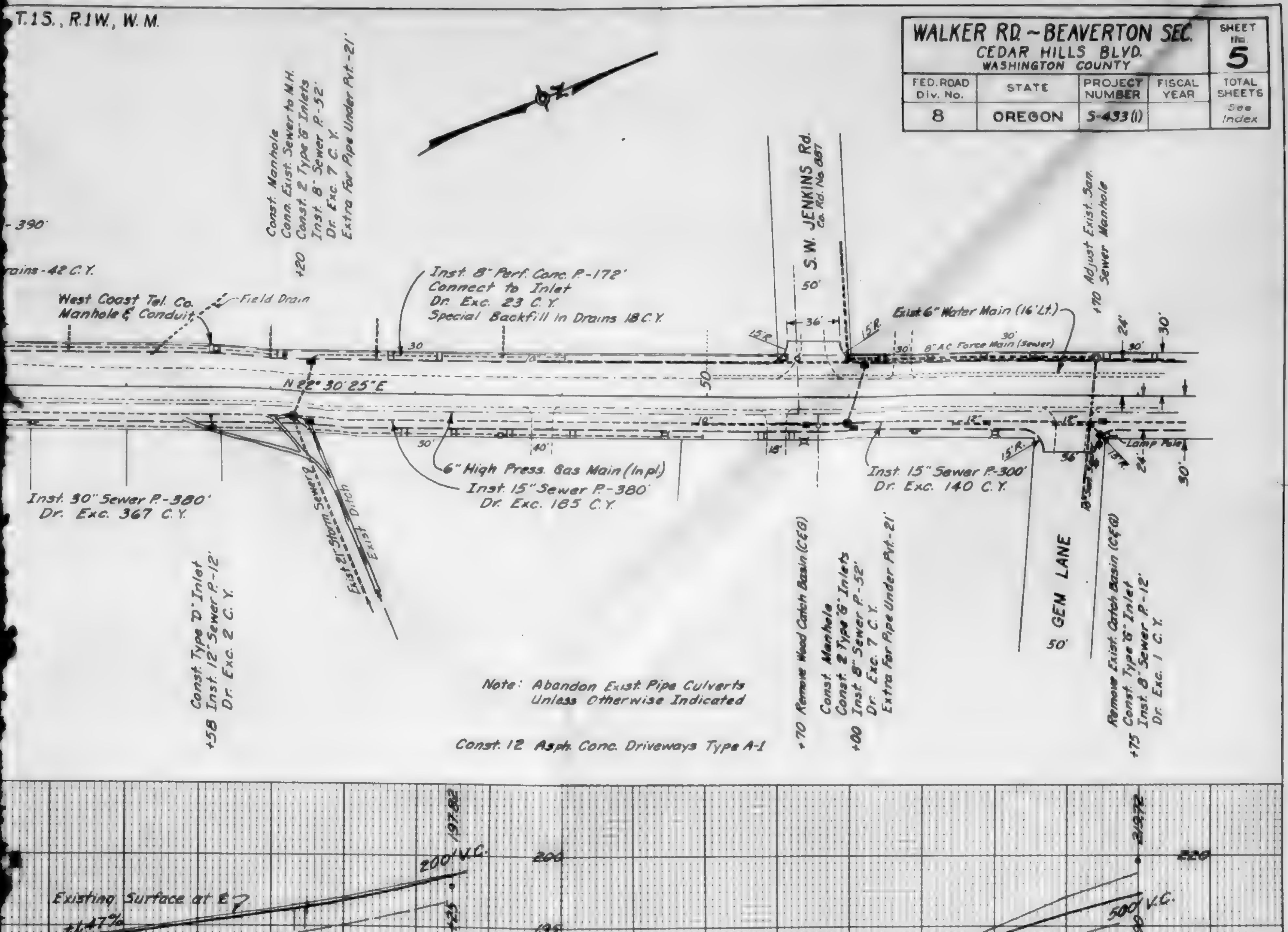
Note: Abandon Exist. Pipe Culverts Unless Otherwise Indicated.

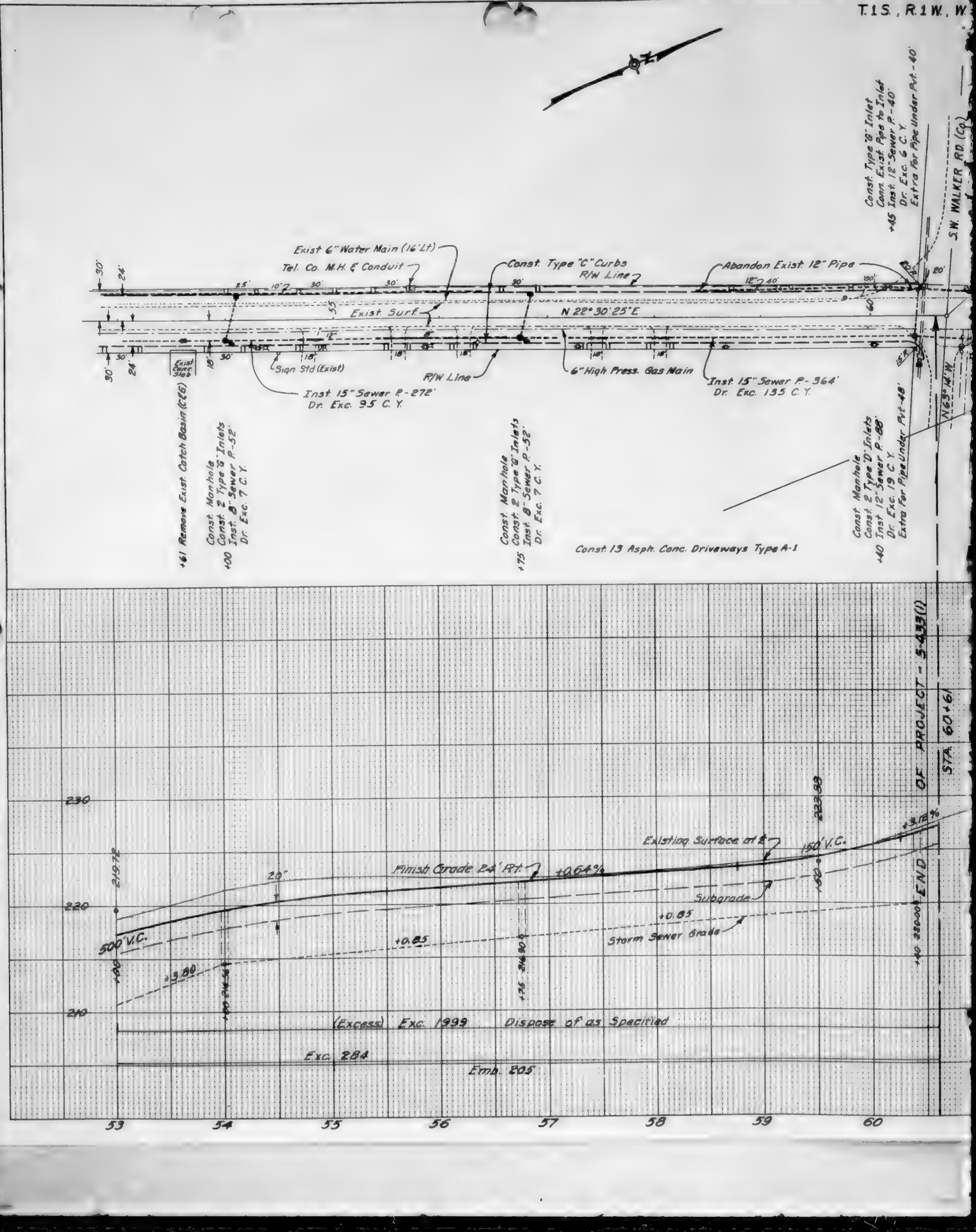
Const. 12 Asph. Conc. Driveways Type A-1




Sec.9, T.1S., R.1W., W
40+81.8 P.O.T. Bk. =
40+81.67 P.I. Ah.
Δ 0°26'05" Rt.
Roof Drain
Inst. 8" Perf. Conc. P. -190'
Connect to Inlet
Dr. Exc. 17 C.Y.
Special Backfill in Drains 14 C.Y.
Const. Type "C" Curb
Const. Manhole
Const. Type "G" Inlet
+40 Inst. 12" Sewer P.-44'
Dr. Exc. 5 C.Y.
Extra For Pipe Under Pvt.-27'
Inst. 8" Perf. Conc. P. - 390'
Connect to Inlet
Dr. Exc. 52 C.Y.
Special Backfill in Drains-42 C.Y.
West Co
Manhol
R/W Line
Exist. Surf.
45
30'
24'
30'
18'
N 22° 04' 20" E
40
18'
18'
30'
24'
30'
50'
4" Tile
20'R
24
36'
20'R
Inst. 30" Sewer P.-400'
Dr. Exc. 310 C.Y.
Sta. 28+50 To 50+00
Inst. 8" Perf. Conc Pipe-2150'
Drainage Exc. 358 C.Y.
Special Backfill in Drains 286 C.Y.
(Connect to M.H. as Shown)
Exist. Ditch
R/W Line
Inst. 30" Sewer P.-340'
Dr. Exc. 265 C.Y.
Inst. 30" Se
Dr. Exc.
FAIRFIELD AVE.
Co. Rd. No. 1754
60'
Const. Manhole
Const. 2 Type "G" Inlets
+00 Inst. 8" Sewer P.-52'
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt.-21'
Const. Type "D" Inlet
+95 Inst. 12" Sewer P.-12'
Dr. Exc. 2 C.Y.
Const. Type "D" Inlet
+64 Inst. 12" Sewer P.-30'
Dr. Exc. 7 C.Y.
Const. Type "G" Inlet
+08 Inst. 12" Sewer P.-60'
Dr. Exc. 10 C.Y.
Existing
+1.47
Finish Grade 24' Rt.
192.31
+50
+1.18%
20'
190
185.82
+00
400' V.C.
Subgrade
+0.37
+0.37
Storm Sewer Grade
183.79
+40
180
+2.25
180.51
+00
EQUA.
40+81.8 Bk. =
40+81.67 Ah.
Exc. 1824
Emb. 1521
38
39
40
41
42
43
44
45

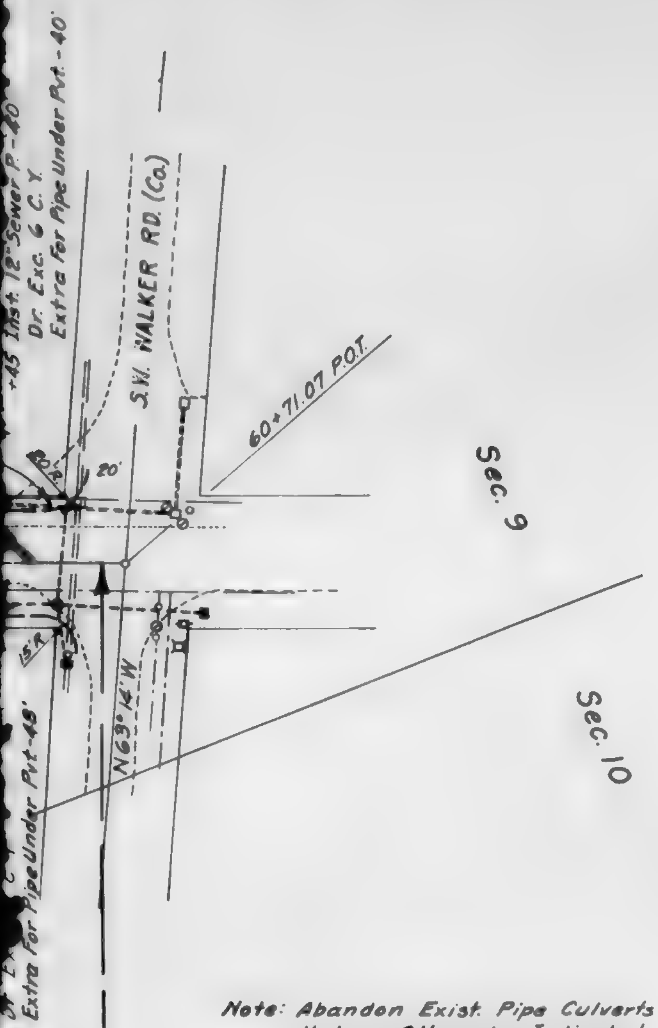
WALKER RD. ~ BEAVERTON SEC. CEDAR HILLS BLVD. WASHINGTON COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		See Index


T.1S., R.1W., W.M.
-390'
rains-42 C.Y.
West Coast Tel. Co. Manhole & Conduit
Field Drain
Const. Manhole
Conn. Exist. Sewer to M.H.
Const. 2 Type 'G' Inlets
+20 Inst. 8" Sewer P-52'
Dr. Exc. 7 C.Y.
Extra for Pipe Under Pvt.-21'
Inst. 8" Perf. Conc. P-172'
Connect to Inlet
Dr. Exc. 23 C.Y.
Special Backfill in Drains 18 C.Y.
S.W. JENKINS Rd.
Co. Rd. No. 857
50'
36'
15'R.
Exist. 6" Water Main (16' Lt.)
8" AC Force Main (Sewer)
+70 Adjust Exist. San. Sewer Manhole
24'
30'
N 22° 30' 25" E
50
6" High Press. Gas Main (Inpl.)
Inst. 15" Sewer P-380'
Dr. Exc. 165 C.Y.
Inst. 30" Sewer P-380'
Dr. Exc. 367 C.Y.
Exist. 21" Storm Sewer
Exist. Ditch
Inst. 15" Sewer P-300'
Dr. Exc. 140 C.Y.
Lamp Pole
GEN LANE
50'
+58 Const. Type 'D' Inlet
Inst. 12" Sewer P-12'
Dr. Exc. 2 C.Y.
Note: Abandon Exist. Pipe Culverts Unless Otherwise Indicated
Const. 12 Asph. Conc. Driveways Type A-1
+70 Remove Wood Catch Basin (C.F.G.)
+00 Const. Manhole
Const. 2 Type 'G' Inlets
Inst. 8" Sewer P-52'
Dr. Exc. 7 C.Y.
Extra For Pipe Under Pvt.-21'
+75 Remove Exist. Catch Basin (C.F.G.)
Const. Type 'G' Inlet
Inst. 8" Sewer P-12'
Dr. Exc. 1 C.Y.
Existing Surface at ℄
+1.47%
Grade
+3.80
+20 187.46
200' V.C.
+25 197.82
+4.61%
+00
500' V.C.
+00 219.72
200
195
210
220
(Excess) Exc. 800 Dispose of as Specified
See Sht. 6
Emb. 32
46
47
48
49
50
51
52
53

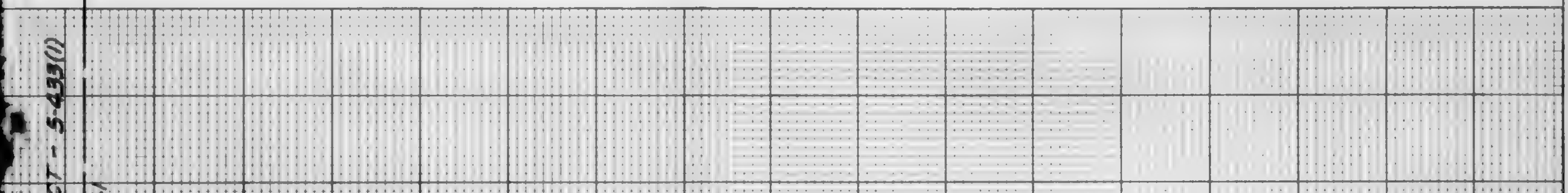

T.1S., R.1W., W
N
Exist 6" Water Main (16' Lt.)
Tel. Co. M.H. & Conduit
Const. Type "C" Curbs
R/W Line
Abandon Exist. 12" Pipe
Exist. Surf.
N 22° 30' 25" E
30'
24'
25'
10'
30'
30'
55
30'
12'
40'
150'
60
20'
30'
24'
30'
18'
30'
12"
18'
18'
18'
18'
18'
Exist. Conc. Slab
Sign Std (Exist)
R/W Line
6" High Press. Gas Main
Inst. 15" Sewer P.-272'
Dr. Exc. 95 C.Y.
Inst. 15" Sewer P.-364'
Dr. Exc. 135 C.Y.
Const. Type 'G' Inlet
Conn. Exist. Pipe to Inlet
+45 Inst. 12" Sewer P.-40'
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt.-40'
S.W. WALKER RD. (Co.)
N 63° 14' W
15' R.
30' R.
+61 Remove Exist. Catch Basin (C&G)
Const. Manhole
Const. 2 Type 'G' Inlets
+00 Inst. 8" Sewer P.-52'
Dr. Exc. 7 C.Y.
Const. Manhole
Const. 2 Type 'G' Inlets
+75 Inst. 8" Sewer P.-52'
Dr. Exc. 7 C.Y.
Const. 13 Asph. Conc. Driveways Type A-1
Const. Manhole
Const. 2 Type 'D' Inlets
+40 Inst. 12" Sewer P.-88'
Dr. Exc. 19 C.Y.
Extra For Pipe Under Pvt.-48'
230
220
210
219.72
500' V.C.
+00
20"
+3.00
+00 214.54
+0.85
Finish Grade 24' Rt.
+0.64%
+75 216.90
+0.85
Storm Sewer Grade
Subgrade
Existing Surface at ℄
150' V.C.
223.88
+50
+3.12%
+40 220.00
END OF PROJECT - S-433(1)
STA. 60+61
(Excess) Exc. 1999 Dispose of as Specified
Exc. 284
Emb. 205
53
54
55
56
57
58
59
60

, R.1W., W.M.

WALKER RD. ~ BEAVERTON SEC. CEDAR HILLS BLVD. WASHINGTON COUNTY				SHEET No 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-433(1)		See Index

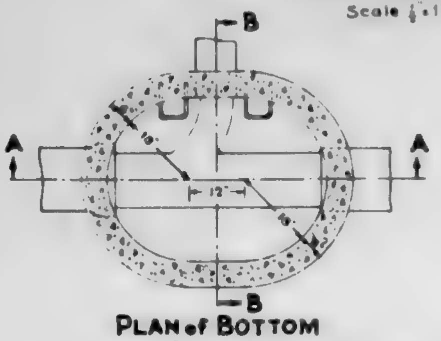

+45 Inst. 12" Sewer P-20
Dr. Exc. 6 C.Y.
Extra For Pipe Under Pvt. - 40'
S.W. WALKER RD. (Co.)
60+71.07 P.O.T.
20'
15' R
N63°14'W
Sec. 9
Sec. 10
Extra For Pipe Under Pvt.-48'

Note: Abandon Exist. Pipe Culverts
Unless Otherwise Indicated

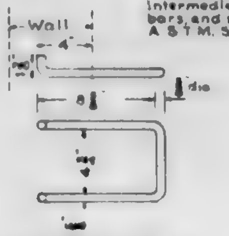


STANDA[illegible]D MANHOLE
(TYPE A MANHOLE)
Scale ½"=1ft.

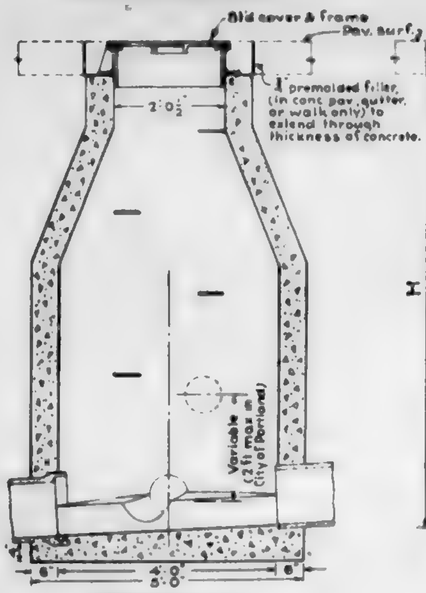
NOTE
All Concrete in drainage structures to be Class A
All Reinforcing Steel to be intermediate grade deformed bars, and shall conform to A S T M. Spec 305-49



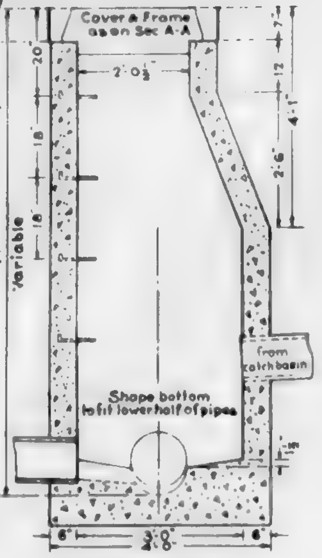
PLAN of BOTTOM



DETAIL of WROUGHT IRON STEP

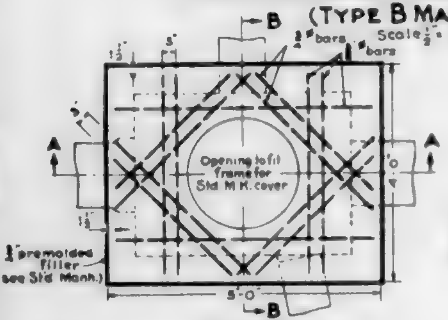

Std cover & frame
Pav. surf.
½" premolded filler, (in conc pav, gutter, or walk only) to extend through thickness of concrete.
2'-0½"
Variable (2 ft max in City of Portland)
6"
4'-0"
5'-0"
6"

SECTION A-A


Cover & Frame as on Sec A-A
2'-0½"
20
18
18
H
Variable
From catch basin
Shape bottom to fit lower half of pipes
6"
3'-0"
4'-0"
6"

SECTION B-B

STANDARD SHALLOW MANHOLE
(TYPE B MANHOLE)
Scale ½"=1ft.


B
bars
bars
A
A
Opening to fit frame for Std. M.H. cover
½" premolded filler (see Std Manh.)
5'-0"
B

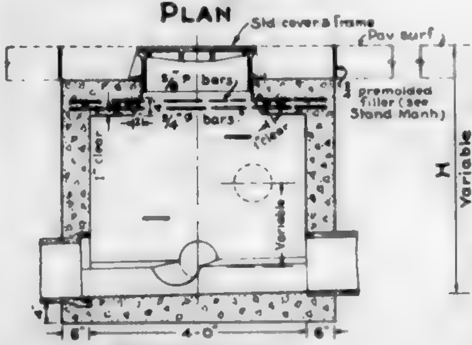
PLAN

MINIMUM DEPTH OF MANHOLE TYPE A

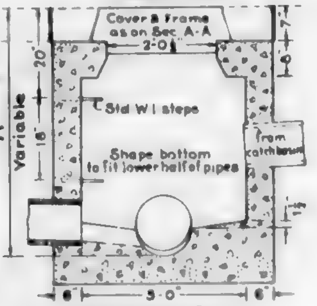
D*	H
8"	5'-0"
10"	5'-3"
12"	5'-6"
15"	5'-9"
18"	6'-0"
21"	6'-3"
24"	6'-6"
30"	7'-2"
36"	7'-8"

* D is inside diameter of largest pipe entering or leaving at bottom of manhole

NOTE
When depth is less than minimum for manhole type A, use shallow manhole Type B or Type B-P


Std cover & frame
Pav surf.
⅝" bars
¾" bars
½" premolded filler (see Stand Manh)
H
Variable
6"
4'-0"
6"

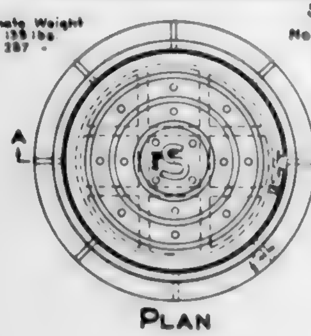
SECTION A-A


See plan for reinforcement
Cover & Frame as on Sec A-A
2'-0½"
20
18
H
Variable
Std W I steps
Shape bottom to fit lower half of pipes
From catch basin
6"
3'-0"
6"

SECTION B-B

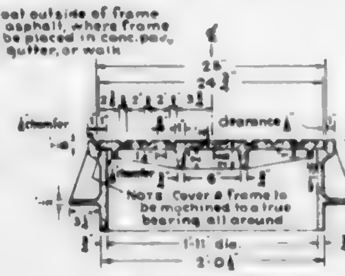
STANDARD MANHOLE COVER and FRAME
Scale 1"=1ft.

Approximate Weight
Cover 135 lbs
Frame 287 "



PLAN

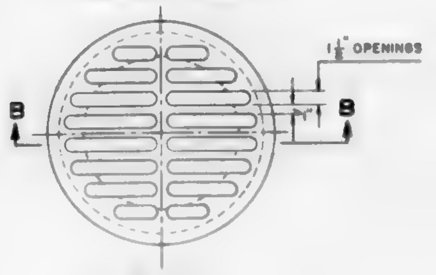
NOTE: Coat outside of frame with asphalt, where frame is to be placed in conc. pav, conc gutter, or walk


25"
24¾"
chamfer
clearance
6"
1'-11" dia.
2'-0¼"

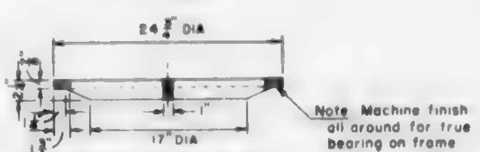
NOTE: Cover & frame to be machined to a true bearing all around

SECTION A-A

MANHOLE GRATE
FOR USE WITH STANDARD MANHOLE FRAME

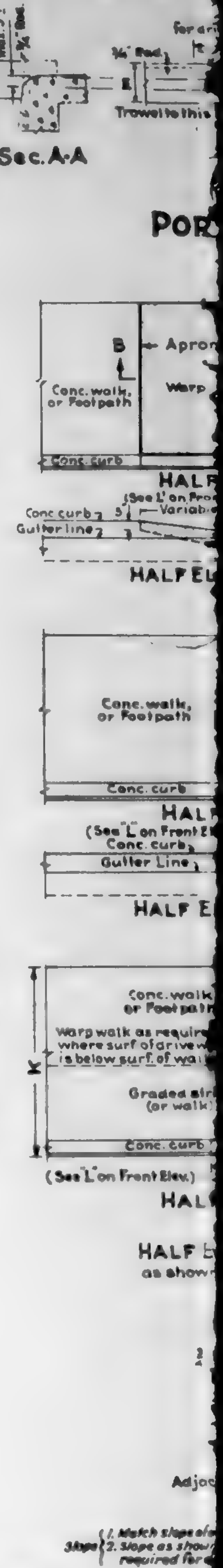

1½" OPENINGS
B
B

PLAN


24¾" DIA
1"
17" DIA

Note: Machine finish all around for true bearing on frame

SECTION B-B

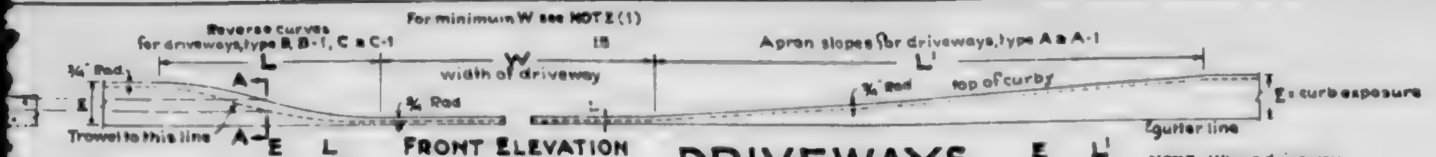

Sec. A-A
Trowel to this
POR
B
Apron
Conc. walk, or Footpath
Warp
Conc. curb
HALF
Conc curb
Variable
Gutter line
HALF EL
Conc. walk, or Footpath
Conc. curb
HALF
(See L on Front El
Conc. curb
Gutter Line
HALF E
Conc. walk or Footpath
Warp walk as required where surf of driveway is below surf. of walk
K
Graded strip (or walk)
Conc. curb
(See L on Front Elev.)
HAL
HALF
as shown
Adjac
1. Match slope of
Slope 2. Slope as shown
required for

MINIMUM WIDTH OF DRIVEWAYS, TYPE C & C-1

K	W*	W₁	W*	W₁	W*	W₁
5'	20'	15'	15'	15'	12'	11'
6'	-	14'	-	13'	-	11'
8'	-	13'	-	12'	-	10'
10'	-	12'	-	11'	-	10'
12'	-	11'	-	10'	-	9'
15'	-	10'	-	[illegible]	-	9'
20'	-	9'	-	9'	-	8'

* See NOTE (1)

NOTE
1. "E", curb exposure, standard 7", vary as shown on typical sections, or as directed.
2. "H", variable, as shown on typical sections, or as directed.
3. "W" (Cbs A & A-1) = 18". Vary as shown on typical sections, or as directed.
4. Face batter is standard as shown. Vary as shown on typical sections, or as directed.
5. Types "C" & "D" are interchangeable, at the direction, or with the permission of the engineer. Type "D" is principally for use with conc pav to be constructed between side forms before curb is placed
6. Type "E" is principally for use between bit. pav and bit. footpath, adjacent or close to pav, to provide visible separation
7. Where curbs of different types, or heights connect make transition of sufficient length to prevent unsightly appearance.


For minimum W see NOTE (1)
Reverse curves for driveways, type B, B-1, C & C-1
L
W
width of driveway
15
Apron slopes for driveways, type A & A-1
L'
¾" Rad.
¾" Rad
¾" Rad
top of curb
E = curb exposure
gutter line
Trowel to this line
A
A
E

E	L
5"	2.5 ft.
6"	3.0 -
7"	3.5 -
8"	4.0 -
9"	4.5 -

FRONT ELEVATION
OF DRIVEWAYS

DRIVEWAYS

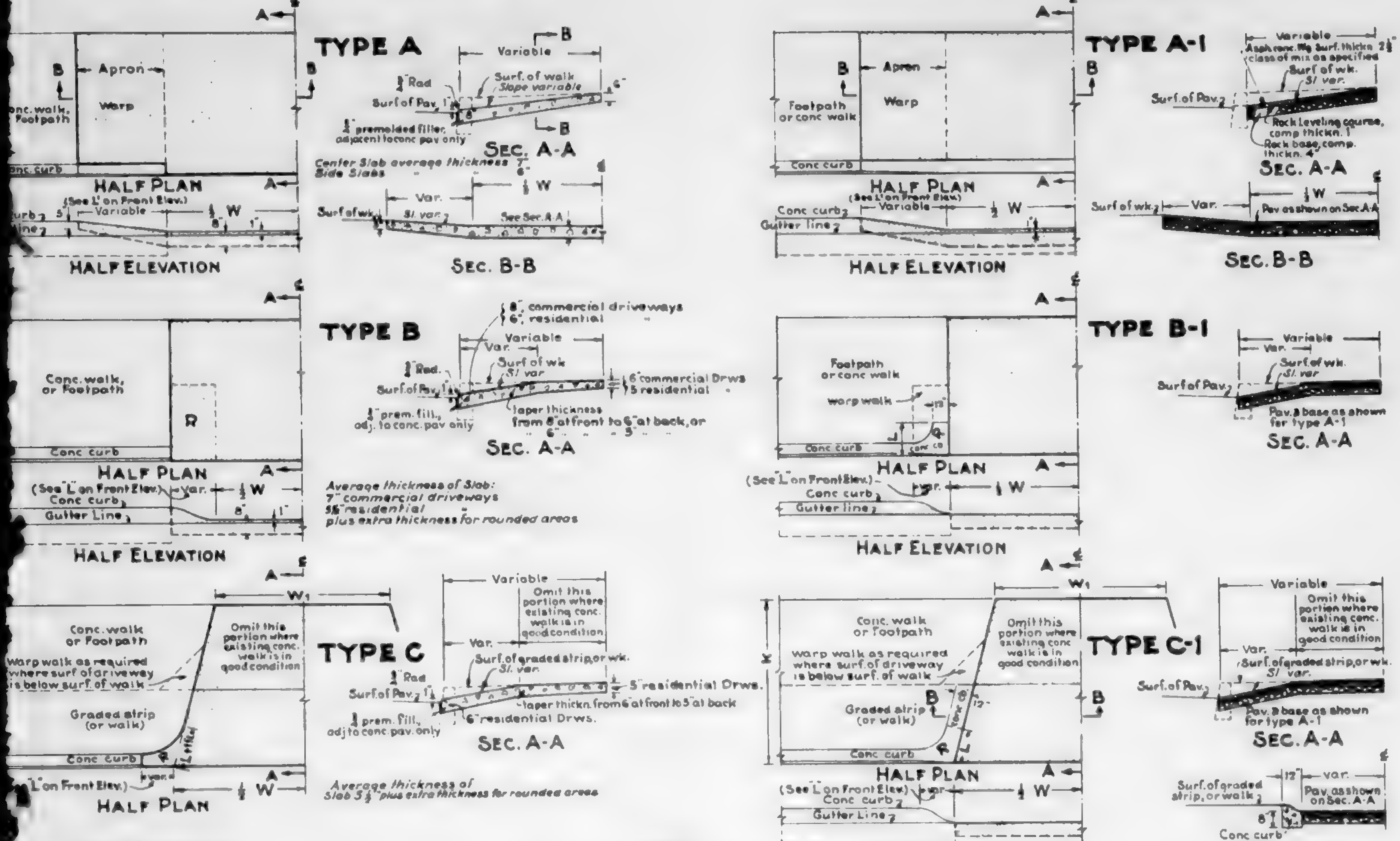
Indicated by Stippled Areas
No Scale

E	L'
5"	4 ft.
6"	5 -
7"	6 -
8"	7 -
9"	8 -

NOTE: Where driveway is for use by 30 ft. trucks, busses or compound trucks min. L' = 8 ft.

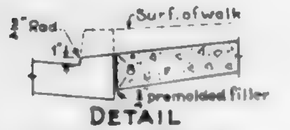
PORTLAND CEMENT CONCRETE

ASPHALTIC CONCRETE


TYPE A
Apron
Warp
Conc. walk, or Footpath
Conc. curb
HALF PLAN
(See L on Front Elev.)
Variable
½ W
HALF ELEVATION
Variable
¾" Rad
Surf. of walk
Slope variable
Surf. of Pav.
¼" premolded filler, adjacent to conc. pav. only
SEC. A-A
Center Slab average thickness 7"
Side Slabs 6"
Var.
Sl. var.
See Sec. A-A
Surf. of wk.
SEC. B-B
TYPE A-1
Apron
Warp
Footpath or conc walk
Conc curb
HALF PLAN
(See L' on Front Elev.)
Conc curb
Gutter line
Variable
½ W
HALF ELEVATION
Variable
Asph. conc. Wg. Surf. thickn. 2½" class of mix as specified
Surf. of wk.
Sl. var.
Surf. of Pav.
Rock leveling course, comp. thickn. 1"
Rock base, comp. thickn. 4"
SEC. A-A
Var.
½ W
Pav. as shown on Sec. A-A
Surf. of wk.
SEC. B-B
TYPE B
Conc. walk, or Footpath
R
Conc curb
HALF PLAN
(See L on Front Elev.)
Conc curb
Gutter Line
Var.
½ W
HALF ELEVATION
8" commercial driveways
6" residential
Var.
Variable
Surf. of wk.
Sl. var.
¾" Rad.
Surf. of Pav.
6" commercial Drws.
5" residential
¼" prem. fill, adj. to conc. pav. only
taper thickness from 8" at front to 6" at back, or 6" - 5"
SEC. A-A
Average thickness of Slab:
7" commercial driveways
5½" residential
plus extra thickness for rounded areas
TYPE B-1
Footpath or conc walk
warp walk
R
Conc curb
HALF PLAN
(See L' on Front Elev.)
Conc curb
Gutter line
Var.
½ W
HALF ELEVATION
Variable
Var.
Surf. of wk.
Sl. var.
Surf. of Pav.
Pav. & base as shown for type A-1
SEC. A-A
TYPE C
W₁
Conc. walk or Footpath
Warp walk as required where surf. of driveway is below surf. of walk
Omit this portion where existing conc. walk is in good condition
Graded strip (or walk)
Conc curb
HALF PLAN
(See L on Front Elev.)
½ W
Variable
Omit this portion where existing conc. walk is in good condition
Var.
Surf. of graded strip, or wk.
Sl. var.
¾" Rad
Surf. of Pav.
5" residential Drws.
taper thickn. from 6" at front to 5" at back
6" residential Drws.
¼" prem. fill. adj. to conc. pav. only
SEC. A-A
Average thickness of Slab 5½" plus extra thickness for rounded areas
TYPE C-1
W₁
Conc. walk or Footpath
Warp walk as required where surf. of driveway is below surf. of walk
Omit this portion where existing conc walk is in good condition
Graded strip (or walk)
Conc curb
R
B
B
HALF PLAN
(See L' on Front Elev.)
Conc curb
Gutter Line
½ W
HALF ELEVATION
Variable
Omit this portion where existing conc. walk is in good condition
Var.
Surf. of graded strip, or wk.
Sl. var.
Surf. of Pav.
Pav. & base as shown for type A-1
SEC. A-A
Surf. of graded strip, or walk
12"
var.
Pav. as shown on Sec. A-A
8"
Conc curb
SEC. B-B
HALF ELEVATION
as shown for Type B

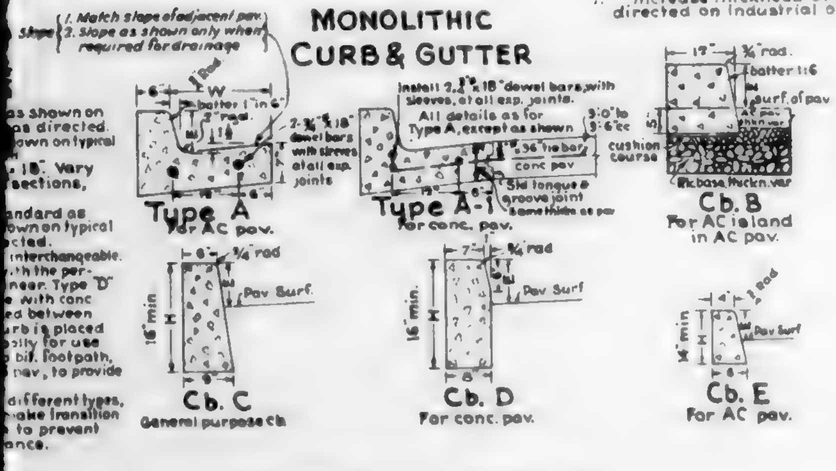
NOTE

1. "W" = width of driveway (to be shown on plans), and is the entrance width of driveway at curb line or at edge of shoulder.
"W" = 20 ft. minimum on one-way highways or streets and on heavy traffic " " "
"W" = 15 ft. minimum on all other highways and on important streets
"W" = 12 ft. " " minor streets.
2. All types can be used with or without graded strip between curb & walk. (Graded strip is shown only for types "C" & "C-1")
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. Make driveway slopes as flat as conditions permit. (Not over 12% where practicable, where required min "W" = 20' or 15')
5. Where driveways are adjacent to pavement without curb select most suitable type and modify details as required.
6. Areas marked "Warp" are to be warped
"R" " rounded, or warped and rounded.
7. Increase thickness of Asphaltic Concrete and Base, where directed on industrial or commercial driveways.
8. Types A & A-1, B & B-1: Modify shape as required to accommodate traffic entering or leaving at angles other than 90°.
9. An 8 ft width for car parking or an 8 ft. width of shoulder was assumed for determining the minimum width of driveways.


¾" Rad.
Surf. of walk
¼" premolded filler

DETAIL
for TYPES A, B & C
Adjacent to combined curb & gutter

MONOLITHIC CURB & GUTTER


Slope { 1. Match slope of adjacent pav. 2. Slope as shown only when required for drainage
W
batter 1" in 6"
Install 2-⅝" x 18" dowel bars, with sleeves, at all exp. joints.
All details as for Type A, except as shown
⅝" x 36" tie bars
conc pav
tongue & groove joint
Type A
For A.C. pav.
Type A-1
For conc. pav.
17"
¾" rad.
batter 1:6
surf. of pav
3'-0" to 3'-6" cc
cushion course
Rk. base, thickn. var.
Cb. B
For AC island in AC pav.
¾" rad
Pav. Surf.
18" min
Cb. C
General purpose cb.
¾" rad
Pav. Surf
16" min.
Cb. D
For conc. pav.
¾" rad
Pav. Surf
14" min
Cb. E
For AC pav.
as shown on ...as directed ...shown on typical
...18". Vary ...sections.
...tandard as ...hown on typical ...ected.
...interchangeable ...th the per... Type "D" ...with conc ...d between ...urb is placed ...ily for use ...bit. footpath, ...nav., to provide
...different types, ...ake transition ...to prevent ...ance.

CONCRETE CURBS

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT
Details of
MISCELLANEOUS STRUCTURES
FOR URBAN PROJECTS
Scales:- As Shown July, 1940
Revised: Jan.; 1953 Rev. Aug. 1956
Revised May 1, 1958
Revised July 15, 1958

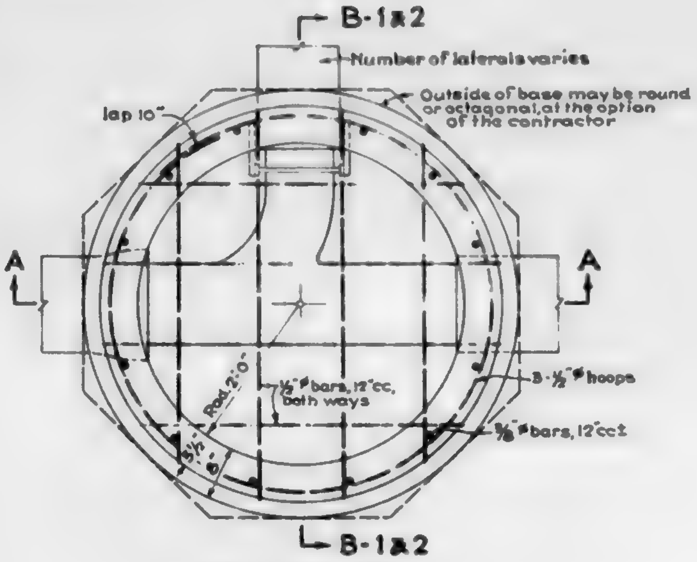
DR'G. No. 2050

N .E

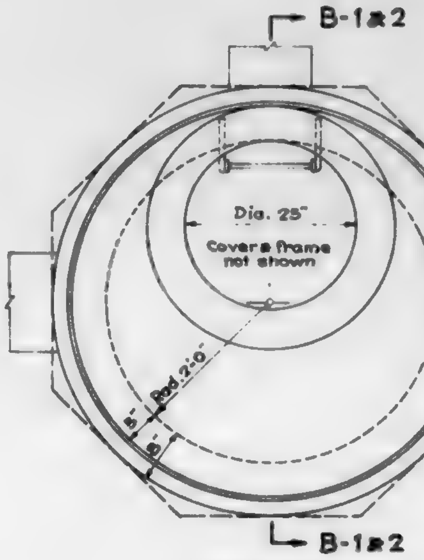
1. All Cast-in-place Concrete shall be "Class A".
2. All Reinforcing Steel to be Intermediate grade deformed bars, and shall conform to A.S.T.M. Spec. 305-49.

STANDARD PRECAST MANHOLE

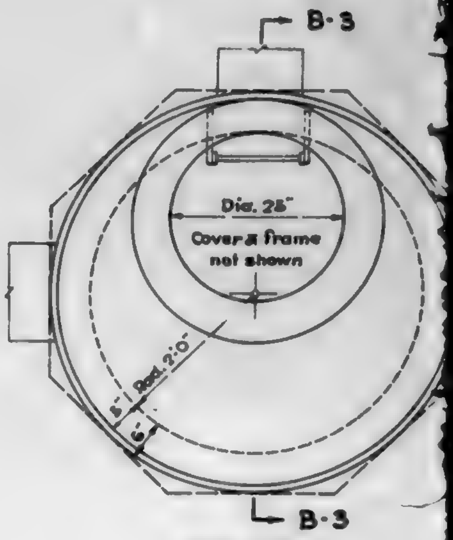
TYPE A-P


B-1&2
Number of laterals varies
Outside of base may be round or octagonal, at the option of the contractor
lap 10"
A
A
½"ø bars, 12"cc, both ways
3-½"ø hoops
⅝"ø bars, 12"cc±
Rad. 2'-0"
3½"
6"
B-1&2

PLAN OF BASE
(Base, Risers & Cone)

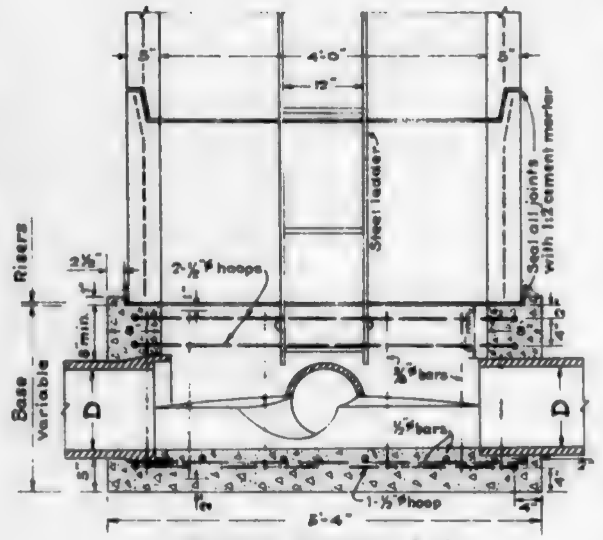

B-1&2
Dia. 25"
Cover & frame not shown
Rad. 2'-0"
5"
6"
B-1&2

TOP VIEW
(Base, Risers & Cone)

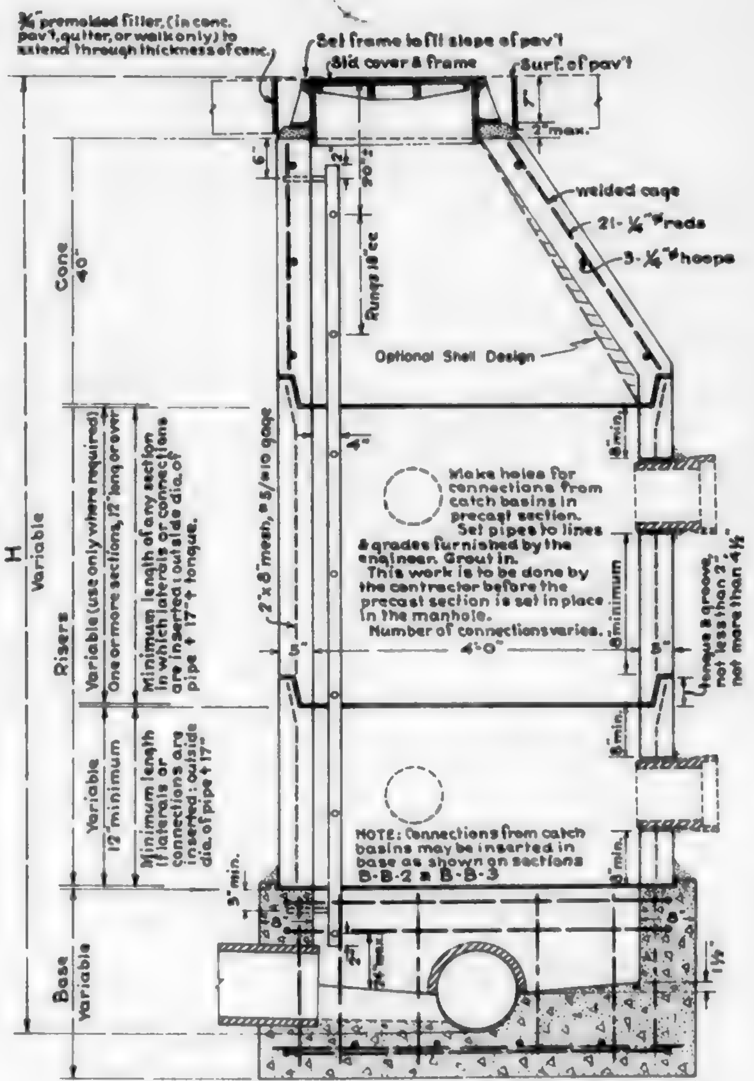

B-3
Dia. 25"
Cover & frame not shown
Rad. 2'-0"
5"
6"
B-3

TOP VIEW
(Base & Cone)

NOTE: Shape bottom of Manhole as shown on "Plan of Base" and Section A-A for "Base, Risers & Cone"

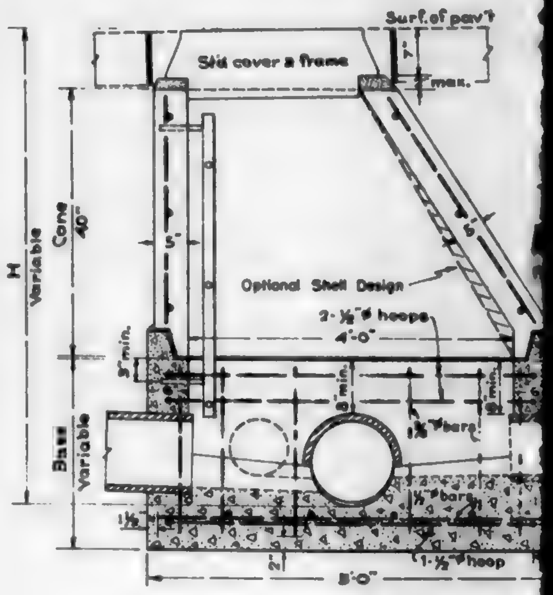

5"
4'-0"
5"
12"
Steel ladder
Seal all joints with 1:2 cement mortar
Risers
2½"
2-½"ø hoops
Base
Variable
D
D
⅝"ø bars
½"ø bars
1-½"ø hoop
5'-4"

PARTIAL SECTION A-A
(Base, Risers & Cone)

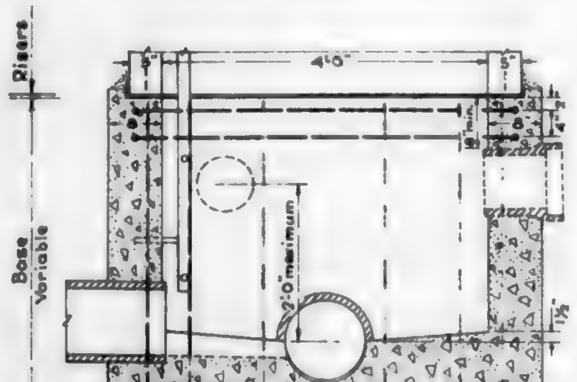

¾" premolded filler, (in conc. pav't, gutter, or walk only) to extend through thickness of conc.
Set frame to fit slope of pav't
Std cover & frame
Surf. of pav't
2" max.
6"
20"
Rungs 16" cc
welded cage
21-¼"ø rods
3-¼"ø hoops
Optional Shell Design
Cone 40"
H
Variable
Risers
Variable (use only where required)
One or more sections, 12' long or over
Minimum length of any section in which laterals or connections are inserted: outside dia. of pipe + 17" + tongue.
Variable
12" minimum
Minimum length if laterals or connections are inserted: outside dia. of pipe + 17"
2"x 8" mesh, #5/#10 gage
4"
Make holes for connections from catch basins in precast section.
Set pipes to lines & grades furnished by the engineer. Grout in.
This work is to be done by the contractor before the precast section is set in place in the manhole.
Number of connections varies.
5"
4'-0"
5"
6" minimum
Tongue & groove, not less than 2", not more than 4½"
6" min.
NOTE: Connections from catch basins may be inserted in base as shown on sections B-B-2 & B-B-3
3" min.
Base
Variable
1½"
5'-4"

SECTION B-B-1
(Base, Risers & Cone)

NOTE: Use Section B-B-3 when length of risers becomes less than minimum shown.


Surf. of pav't
Std cover & frame
2" max.
H
Variable
Cone 40"
5"
5"
Optional Shell Design
2-½"ø hoops
4'-0"
3" min.
6" min.
⅝"ø bars
Base
Variable
½"ø bars
1½"
1-½"ø hoop
5'-0"

SECTION B-B-3
(Base & Cone)


Risers
4'-0"
5"
Base
Variable
2'-0" maximum
1½"
5'-4"

SECTION B-B-2
Base for Manholes
in City of Portland
(Base, Risers & Cone)

NOTE: Set pipes for Catch Basin connections in Base, to grades and directions furnished by the engineer.

MINIMUM DEPTH OF MANHOLES TYPE A-P

D●	H
8"	5'-6"
10"	5'-9"
12"	6'-0"
15"	6'-3"
18"	6'-6"
21"	6'-9"
24"	7'-0"
30"	7'-8"
36"	8'-2"

● D is inside diameter of largest pipe entering or leaving base.

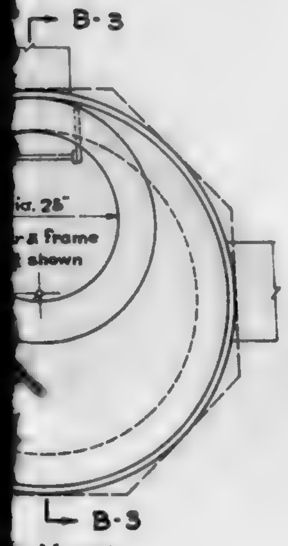
NOTE: When depth is less than minimum for manhole type A-P, use shallow manhole Type B or Type B-P.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

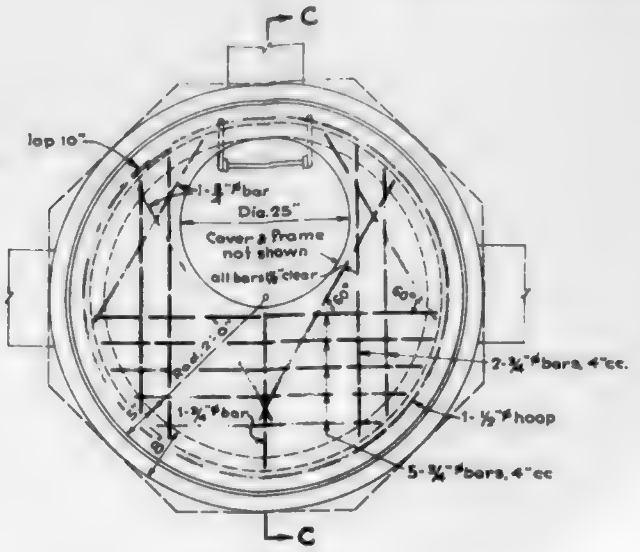
MISC. STRUCT.

SHALLOW PRECAST MANHOLE
TYPE B-P

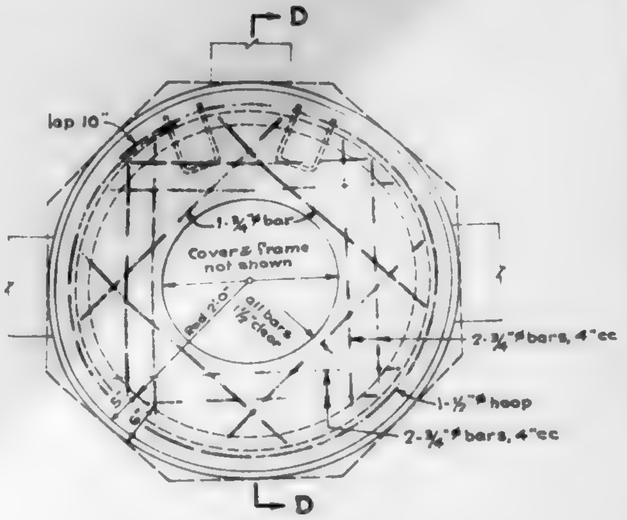
NOTE: See Manhole type A-P for details not shown.


B-3
ia. 25"
r & frame
shown
B-3

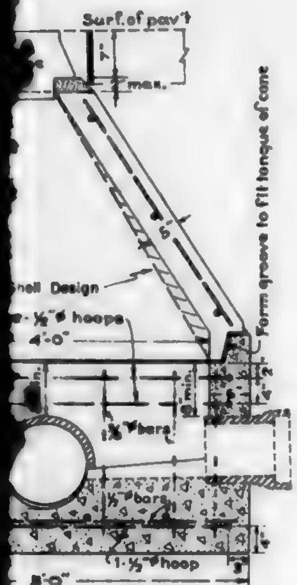
P VIEW
se & Cone)
e bottom of Manhole
own on "Plan of Base"
Section A-A for
e, Risers & Cone"


C
lap 10"
1-3/4"⌀ bar
Dia. 25"
Cover & frame not shown
all bars 1½" clear
Rad. 2'-0"
60°
2-3/4"⌀ bars, 4" cc.
1-3/4"⌀ bar
1-½"⌀ hoop
5-3/4"⌀ bars, 4" cc
5"
8"
C

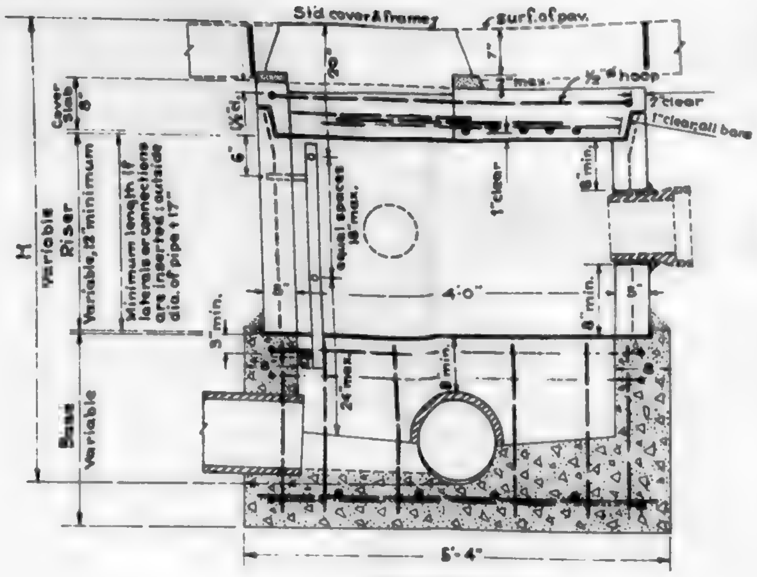
TOP VIEW
(Base, Riser & Cover Slab)


D
lap 10"
1-3/4"⌀ bar
Cover & frame not shown
Rad. 2'-0"
all bars 1½" clear
2-3/4"⌀ bars, 4" cc
1-½"⌀ hoop
2-3/4"⌀ bars, 4" cc
5"
6"
D

TOP VIEW
(Base & Cover Slab)

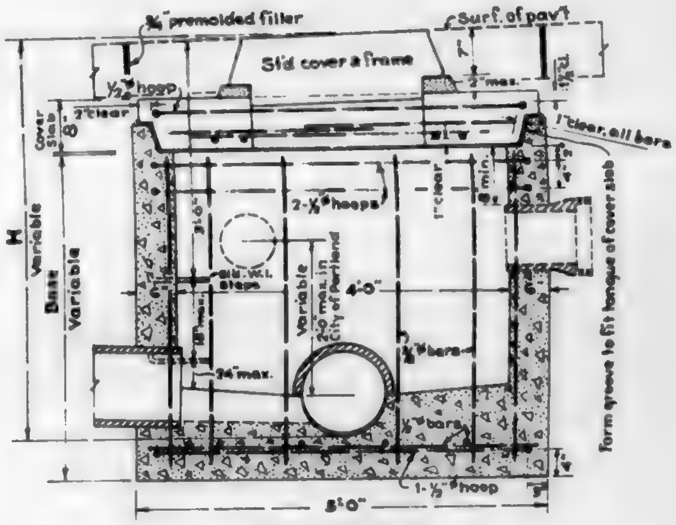

Surf. of pav't
7"
2" max.
6"
hell Design
2-½"⌀ hoops
4'-0"
Form groove to fit tongue of cone
½"⌀ bars
½"⌀ bars
1-½"⌀ hoop
5'-0"

ION B-B-3
se & Cone)


Std. cover & frame
Surf. of pav.
7"
2" max.
½"⌀ hoop
2" clear
1" clear, all bars
Cover Slab 8"
1½"
6"
H
Variable
Riser
Variable, 12" minimum
Minimum length if laterals or connections are inserted; outside dia. of pipe + 17"
equal spaces 18" max.
1" clear
8" min.
8"
4'-0"
8" min.
8"
3" min.
24" max.
8" min.
Base
Variable
5'-4"

SECTION C-C
(Base, Riser & Cover Slab)

NOTE: Use Section D-D when length of riser becomes less than minimum shown.


3/4" premolded filler
Surf. of pav't
Std. cover & frame
½"⌀ hoop
2" clear
7"
2" max.
1" clear, all bars
Cover Slab 8"
H
Variable
Base
Variable
2-½"⌀ hoops
1" clear
min.
Std. W.I. Steps
Variable
2'-0" max. in City of Portland
4'-0"
24" max.
½"⌀ bars
½"⌀ bars
Form groove to fit tongue of cover slab
1-½"⌀ hoop
5'-0"

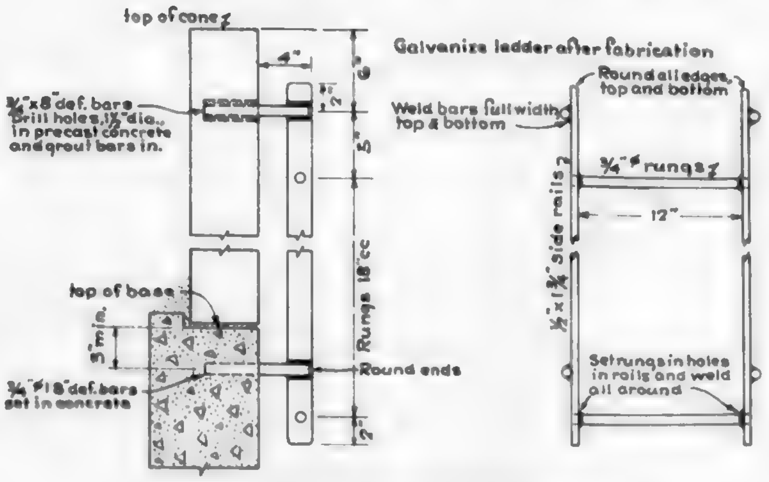
SECTION D-D
(Base & Cover Slab)

NOTE: When H = 5'-0" or less make hole for frame in center of cover slab.
When H = 3'-6" or less omit steps.

UM DEPTH OF
LES TYPE A-P

	H
	5'-6"
	5'-9"
	6'-0"
	6'-3"
	6'-6"
	6'-9"
	7'-0"
	7'-8"
	8'-2"

iameter of largest
ing or leaving base.
th is less than minimum
ole type A-P, use shallow
Type B or Type B-P.


top of cone
4"
6"
3/4" x 8" def. bars
Drill holes, 1¼" dia., in precast concrete and grout bars in.
2"
5"
Runge 18" cc
top of base
3" min.
3/4"⌀ 18" def. bars set in concrete
Round ends
2"
Galvanize ladder after fabrication
Round all edges, top and bottom
Weld bars full width top & bottom
3/4"⌀ rungs
12"
½" x 1¾" side rails
Set rungs in holes in rails and weld all around

DETAIL OF STEEL LADDER

Ladder for Manhole type A-P shown

Ladder for Manhole type B-P is similar, note change in details on Section C-C

LEGEND

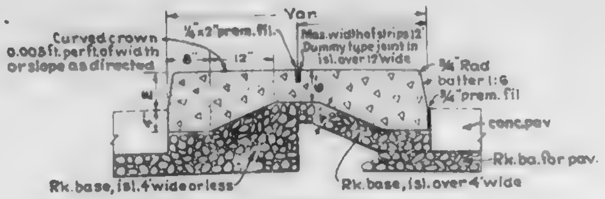
Class "A" concrete, cast in place	▨
Precast concrete	▨
1:2 cement mortar	▬
Sewer pipe	▨

Scale of Drawing	3/4 in. = 1 foot	May 1951
Detail of Steel Ladder only	1½ in. = 1 foot	
Revised:		
Optional Shell Design		May, 1957

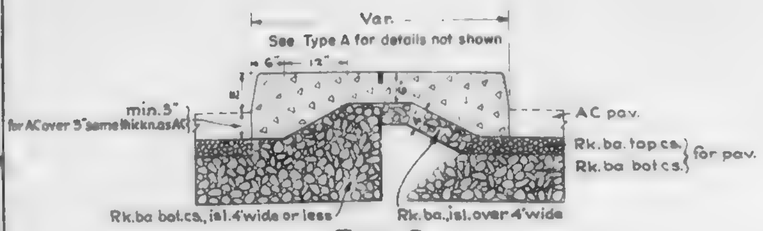
PRINT IS
GINAL DRWG.
3/4" = 1'-0"
0".
= 10'-0"
0'-0"

DR'G No. 2050 A

CONCRETE ISLANDS
FACE BATTER 1:6


Var.
Curved crown 0.008 ft. per ft. of width or slope as directed
½"x2" prem. fil.
Max. width of strips 12" Dummy type joint in isl. over 12" wide
6"
12"
¾" Rad
batter 1:6
¾" prem. fil
conc. pav
Rk. ba. for pav.
Rk. base, isl. 4' wide or less
Rk. base, isl. over 4' wide

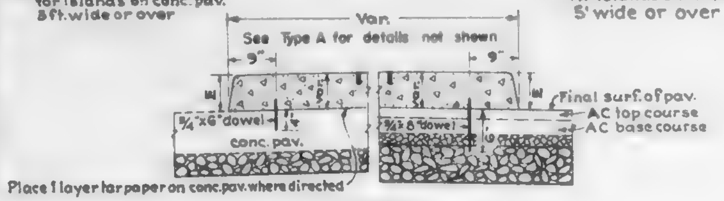
TYPE A
Island in conc. pav.


Var.
See Type A for details not shown
6"
12"
min. 3"
for AC over 3" same thickn. as AC
AC pav.
Rk. ba. top cs.
Rk. ba. bot cs.
for pav.
Rk. ba bot. cs., isl. 4' wide or less
Rk. ba. isl. over 4' wide

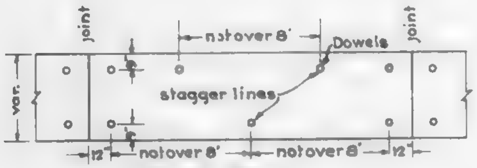
TYPE B
Island in AC pav.

NOTE: No dowels required for islands on conc. pav. 5 ft. wide or over

NOTE: No dowels required for islands on AC pavement. 5' wide or over

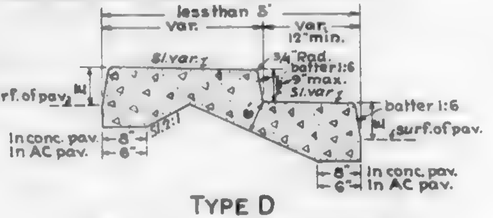

Var.
See Type A for details not shown
9"
9"
Final surf. of pav.
¾"x6" dowel
¾"x6" dowel
AC top course
AC base course
conc. pav.
Place 1 layer tar paper on conc. pav. where directed

TYPE C
Island on surf. of new or existing pav.

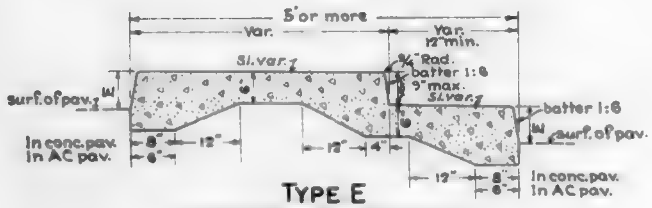

joint
joint
not over 8'
Dowels
var.
stagger lines
12"
not over 8'
not over 8'
12"

PLAN TYPE C
Island on surf. of new or existing pav.

NOTE: Types D & E.
1. Rock base, cushion course, and other details not shown are similar to details for islands Type A & Type B
2. Construct additional steps where required in a similar manner


less than 5'
Var.
Var. 12" min.
Sl. var.
¾" Rad.
batter 1:6
9" max.
Sl. var.
surf. of pav.
Sl. 2:1
batter 1:6
surf. of pav.
In conc. pav. 8"
In AC pav. 6"
8" In conc. pav.
6" In AC pav.

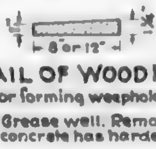
TYPE D
Stepped island, less than 5 ft. wide


5' or more
Var.
Var. 12" min.
Sl. var.
¾" Rad.
batter 1:6
9" max.
Sl. var.
surf. of pav.
batter 1:6
surf. of pav.
In conc. pav. 8"
In AC pav. 6"
12"
12"
4"
12"
8" In conc. pav.
6" In AC pav.

TYPE E
Stepped island 5 ft. wide and over

GENERAL NOTES FOR CONCRETE ISLANDS

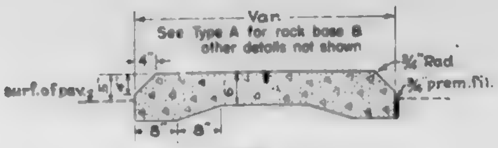
1. Face Exposure "E", 7" standard, vary as shown on typical sections or as directed.
2. Face Batter standard 1:6 vary as shown on typ. secs. or as dir.
3. Joints and Surface Finish as specified.
4. Transverse Joints in conc. islands in or on conc. pav. to match joints in pav. and to be of same type (omit dowels in exp. joints)
5. Premolded Filler Place prem. filler along one side of conc. islands in conc. pav. and around all curved ends.
6. Dowels all ¾" Ø, length as shown. In new conc. pav. set dowels before concrete hardens. In existing conc. pav. drill holes, 1½" dia., and grout dowels in. In AC pav. drive dowels.
7. Other Details to be varied as shown on typ. secs. or as dir.



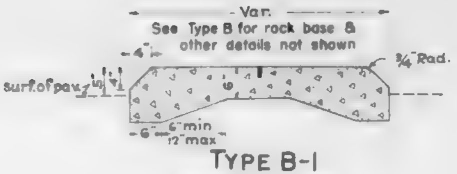
DETAIL OF WOOD PLUG
for forming weepholes

NOTE: Grease well. Remove after concrete has hardened.

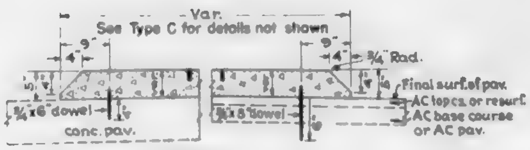
CONCRETE ISLANDS
FACE BATTER 1:1


Var.
See Type A for rock base & other details not shown
4"
¾" Rad
¾" prem. fil.
surf. of pav.
8"
8"

TYPE A-1
Island in conc. pav.

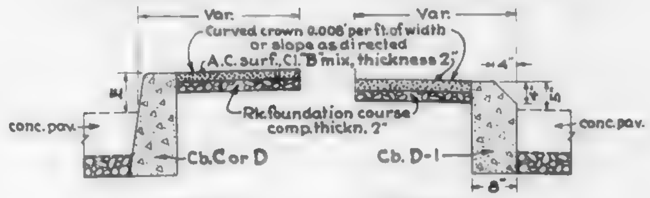

Var.
See Type B for rock base & other details not shown
4"
¾" Rad.
surf. of pav.
6" min
6"
12" max

TYPE B-1
Island in AC pav.

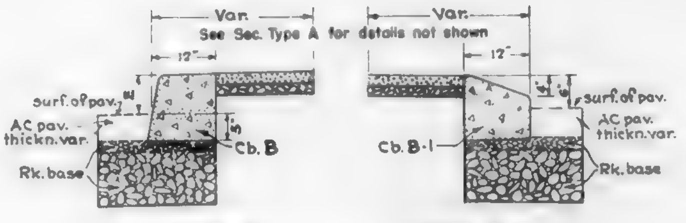

Var.
See Type C for details not shown
9"
4"
9"
4"
¾" Rad.
Final surf. of pav.
AC top cs. or resurf.
AC base course or AC pav.
¾"x6" dowel
¾"x6" dowel
conc. pav.

TYPE C-1
Island on surf. of new or existing pav.

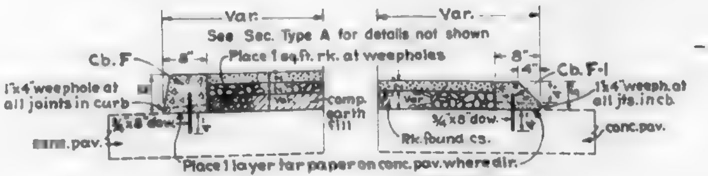
ASPHALTIC CONCRETE ISLANDS
FACE BATTER ABOUT 1:6 FACE BATTER - VAR.


Var.
Var.
Curved crown 0.008 per ft. of width or slope as directed
A.C. surf. Cl. "B" mix, thickness 2"
4"
Rk. foundation course comp. thickn. 2"
conc. pav.
conc. pav.
Cb. C or D
Cb. D-1
8"

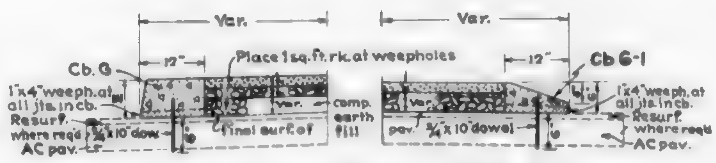
TYPE A TYPE A-1
Islands in conc. pav.


Var.
Var.
See Sec. Type A for details not shown
12"
12"
surf. of pav.
surf. of pav.
AC pav. thickn. var.
AC pav. thickn. var.
Cb. B
Cb. B-1
Rk. base
Rk. base

TYPE B TYPE B-1
Islands in AC pav.

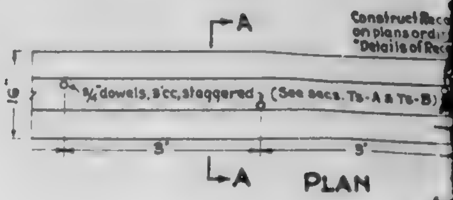

Var.
Var.
See Sec. Type A for details not shown
Cb. F
Cb. F-1
8"
8"
Place 1 sq. ft. rk. at weepholes
1"x4" weephole at all joints in curb
1"x4" weeph. at all jts. in cb.
comp. earth fill
¾"x8" dow.
¾"x8" dow.
Rk. found. cs.
conc. pav.
conc. pav.
Place 1 layer tar paper on conc. pav. where dir.

TYPE C TYPE C-1
Islands on conc. pav.

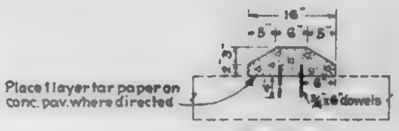

Var.
Var.
Cb. G
Cb. G-1
12"
12"
Place 1 sq. ft. rk. at weepholes
1"x4" weeph. at all jts. in cb.
1"x4" weeph. at all jts. in cb.
Resurf. where req'd
Resurf. where req'd
AC pav.
AC pav.
¾"x10" dow.
¾"x10" dowel
Final surf. of
comp. earth fill
pav.

TYPE D TYPE D-1
Islands on AC. pav.

CONCRETE TRAFFIC SE


A
A
Construct Rec... on plans or di... "Details of Rec...
16"
¾" dowels, 3' cc, staggered (See secs. Ts-A & Ts-B)
3'
3'

PLAN


16"
5" 6" 5"
3"
Place 1 layer tar paper on conc. pav. where directed
6"
¾"x6" dowels

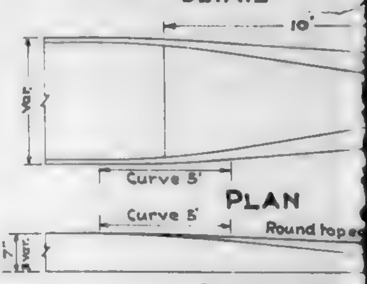
Sec. A-A
TYPE A
Traffic Separator on concrete pav.

NOTE: No dowels req... resurfacing is 1"...

Final surf. ...
Resurfacing where requ...

TRANSITION FROM CO
TO CONC. TRAFFIC SE

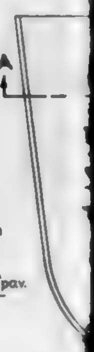
DETAIL

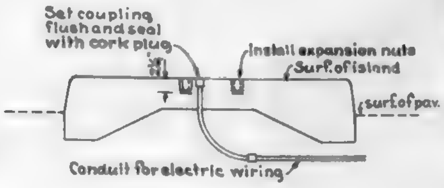

10'
var.
Curve 5'
PLAN
Curve 5'
Round top e...
7"
var.
ELEVATION

FASTENERS FOR BENJA

DETAIL BL

NOTE:
Location of Benjamin Lights as shown on plans
Number and size of conduits " " " "
Expansion nuts to be furnished by State and to be installed by contractor.

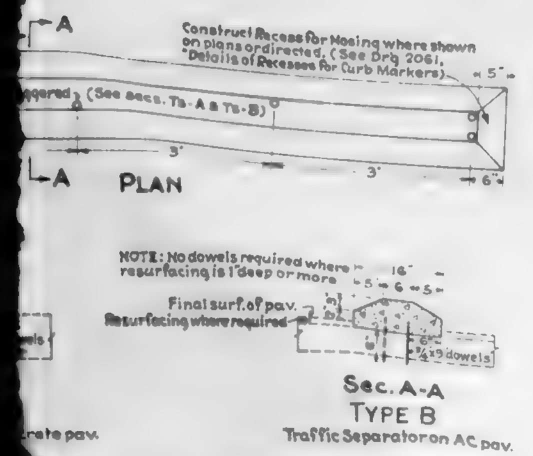



Set coupling flush and seal with cork plug
Install expansion nuts
Surf. of island
surf. of pav.
Conduit for electric wiring

Sec. A-A

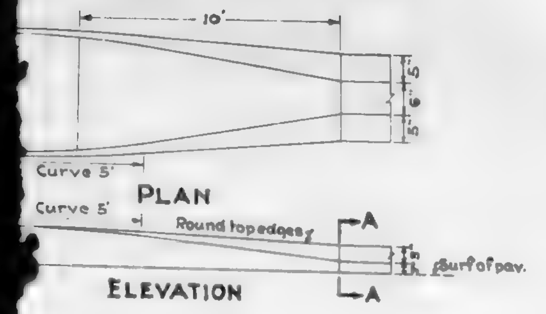
Index No. 3-3-1

TE TRAFFIC SEPARATORS


A
Construct Recess for Nosing where shown on plans or directed. (See Drg 2061, "Details of Recesses for Curb Markers)
5"
ggered (See secs. Ts-A & Ts-B)
3'
3'
6"
A
PLAN
NOTE: No dowels required where resurfacing is 1" deep or more
16"
5 6 5
Final surf. of pav.
Resurfacing where required
6"
3/4x9 dowels
Sec. A-A
TYPE B
Traffic Separator on AC pav.
rete pav.

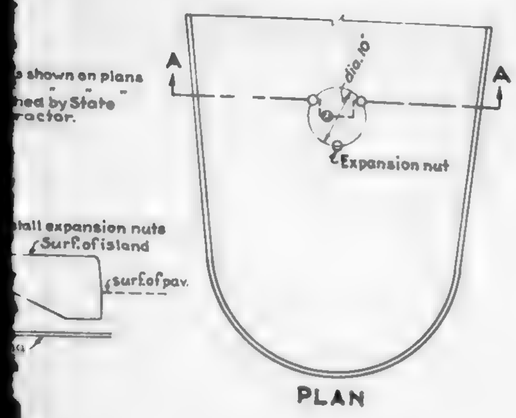
UTION FROM CONC. ISLAND ONC. TRAFFIC SEPARATOR

DETAIL


10'
5"
6"
5"
Curve 5'
PLAN
Curve 5'
Round top edges
A
A
Surf of pav.
ELEVATION

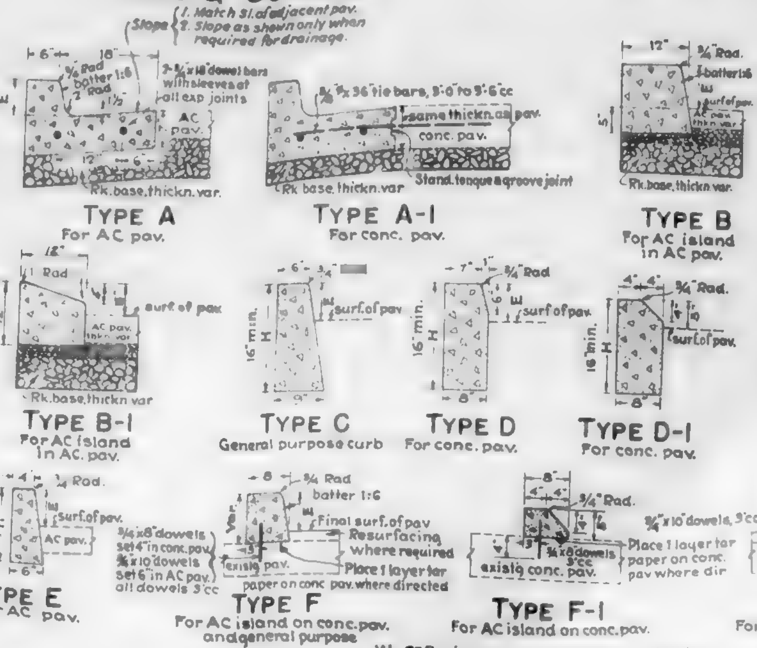
RS FOR BENJAMIN LIGHTS

DETAIL BL


shown on plans
hed by State
actor.
A
A
dia. 10"
Expansion nut
tall expansion nuts
Surf. of island
surf. of pav.
PLAN

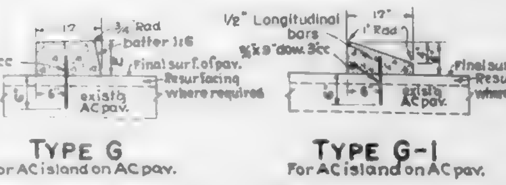
MONOLITHIC CURB & GUTTER

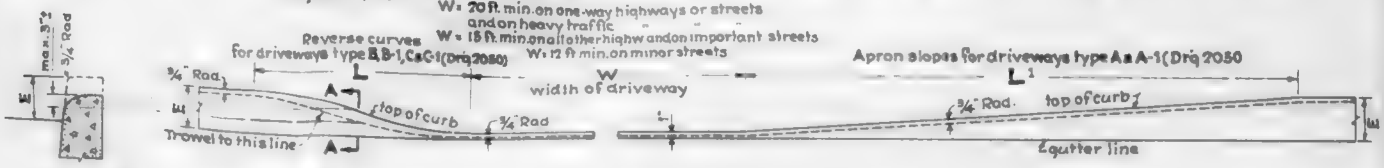
CONCRETE CURBS


Slope { 1. Match Sl. of adjacent pav. 2. Slope as shown only when required for drainage.
6"
18"
3/4 Rad
batter 1:6
2" Rad
1 1/2
2-3/4x18" dowel bars with sleeves at all exp joints
AC pav.
12"
6"
E
Rk. base, thickn. var.
TYPE A
For AC pav.
5/8x36" tie bars, 3'-0" to 3'-6" cc
same thickn. as pav.
conc. pav.
Rk base, thickn. var
Stand. tongue & groove joint
TYPE A-1
For conc. pav.
12"
3/4" Rad.
batter 1:6
surf. of pav.
AC pav. thickn. var
5"
Rk. base, thickn. var.
TYPE B
For AC island in AC pav.
12"
1" Rad
12"
surf. of pav
AC pav. thickn. var
Rk. base, thickn var
TYPE B-1
For AC island in AC. pav.
6"
3/4"
16" min.
H
E
surf. of pav
9"
TYPE C
General purpose curb
7"
1"
3/4" Rad
16" min.
H
6"
E
surf of pav.
8"
TYPE D
For conc. pav.
4"
4"
3/4" Rad.
16" min.
H
10
surf. of pav.
8"
TYPE D-1
For conc. pav.
4"
3/4 Rad.
14" min.
H
E
Surf. of pav.
AC pav.
6"
TYPE E
For AC pav.
8
3/4 Rad
batter 1:6
Final surf. of pav
Resurfacing where required
3/4x8" dowels set 4" in conc. pav.
3/4x10" dowels set 6" in AC pav.
all dowels 3'cc
exist'g pav.
Place 1 layer tar paper on conc pav. where directed
TYPE F
For AC island on conc. pav. and general purpose
8"
4"
4"
3/4" Rad.
3/4"x10" dowels, 3'cc
3/4x8" dowels 3'cc
exist'g conc. pav.
Place 1 layer tar paper on conc. pav where dir
TYPE F-1
For AC island on conc. pav.

GENERAL NOTES FOR CONCRETE CURBS

1. The principal use of each curb is indicated under each design. A suitable curb may be selected for use with other surfaces than those indicated, such as rock surfaces, lawns, etc.
2. Curb Exposure "E", 7" standard, vary as shown on typical sections or as directed.
3. Face Batter standard 1:6 except as shown. Vary as shown on typical sections or as directed.
4. Height H variable, as shown on typical sections or as directed.
5. Joints and finish as specified.
6. Types C & D are interchangeable at the direction or with the permission of the engineer. Type D is principally for use with concrete pavement to be constructed between side forms before curb is placed.
7. Type E is principally for use between bit. pav. & bit. footpath, adjacent or close to pavement, to provide visible separation.
8. Types B, B-1, F, F-1, G & G-1 are principally for use with AC islands. Type F is also used with sidewalks placed over an existing pavement.
9. Curbs Doweled to pav. are to be used where curbs are placed on an existing pavement and are occasionally useful on new pavement (for temporary islands, etc.)
10. Dowels. See Note 6 for concrete islands.
11. Transitions. Where curbs of different types or heights connect make transition of sufficient length to prevent unsightly appearance, preferably not less than 20 ft. per 1" difference in height.


12
3/4 Rad
batter 1:6
Final surf. of pav.
Resurfacing where required
6
6"
exist'g AC pav.
TYPE G
For AC island on AC pav.
1/2" Longitudinal bars
5/8x9" dow. 3'cc
12"
1" Rad
Final surf. of pav.
Resurfacing where required
6
6"
exist'g AC pav.
TYPE G-1
For AC island on AC pav.


max. 3"
3/4" Rad
E
Sec. A-A
W = 20 ft. min. on one-way highways or streets and on heavy traffic
W = 15 ft. min. on all other highw and on important streets
W = 12 ft min. on minor streets
Reverse curves for driveways type B, B-1, C & C-1 (Drg 2050)
3/4" Rad.
L
A
top of curb
3/4" Rad
Trowel to this line
A
W
width of driveway
Apron slopes for driveways type A & A-1 (Drg 2050
L¹
3/4" Rad.
top of curb
gutter line

E	L
5"	2.5 ft.
6"	3.0 -
7"	3.5 -
8"	4.0 -
9"	4.5 -

METHOD OF RECESSING CURBS FOR FUTURE DRIVEWAY CONSTRUCTION

DETAIL Cb.-DR

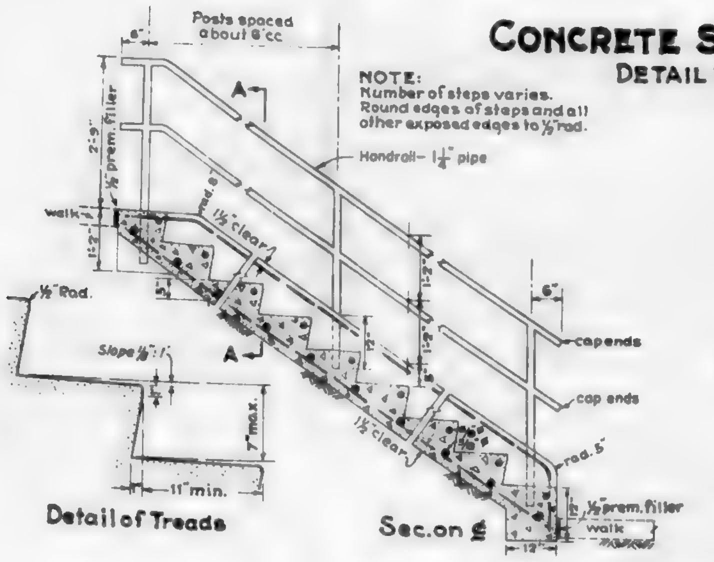
E	L¹
5"	4 ft.
6"	5 -
7"	6 -
8"	7 -
9"	8 -

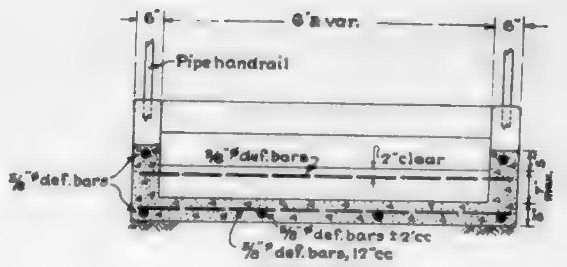
NOTE: where driveway is for use by 30 ft. trucks, busses or compound trucks min. L¹ = 8 ft.

CONCRETE STAIRWAY

DETAIL Stw

NOTE:
Number of steps varies.
Round edges of steps and all other exposed edges to 1/2" rad.

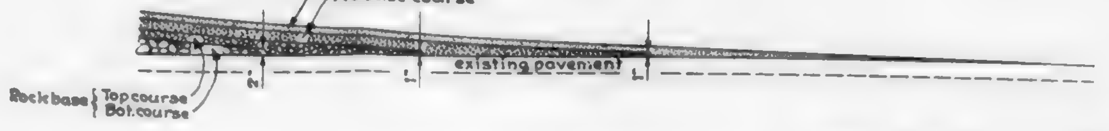

6"
Posts spaced about 6'cc
A
2'-9"
1/2" prem. filler
Handrail - 1 1/4" pipe
walk
1'-2"
rad. 6"
1 1/2" clear
5"
1/2" Rad.
Slope 1/8":1'
7" max.
11" min.
A
1'-2"
1'-9"
6"
cap ends
cap ends
1 1/2" clear
rad. 5"
1/2" prem. filler
walk
12"
Detail of Treads
Sec. on ℄


6"
6' & var.
6"
Pipe handrail
5/8"φ def. bars
2" clear
5/8"φ def. bars
5/8"φ def. bars 12"cc
5/8"φ def. bars, 12"cc
Sec. A-A

METHOD OF FEATHERING

NEW AC PAV. OVER EXISTING PAV.

DETAIL MF


AC wearing surf.
AC base course
existing pavement
Rock base { Top course Bot. course

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ISLANDS, TRAFFIC SEPARATORS
CONCRETE CURBS
and MISCELLANEOUS DETAILS

No scale November, 1957

DR'G. NO. 2077

RECEIVED
MAR 2 1960
FOR FILING

[illegible]

5528

March 2, 1960

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract #5528 for structure-grading-paving the Walker Road-Beaverton Section of Cedar Hills Blvd., in Washington County was completed by the contractor, Porter W. Yett, on November 25, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $5,093.22 will be released to the contractor on or after March 12, 1960. The total contract amount is $173,119.49, of which amount $3,475.39 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

RECEIVED
JAN 30 1960
FOR FILING
[illegible]
5528

January 20, 1960

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract #5528 for structure-grading-paving the Walker Road-Beaverton Section of Cedar Hills Blvd., in Washington County.

This payment, in the amount of $15,529.10, will be released to contractor on or after January 30, 1960. The retained percentage is $5,196.69.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

S 433(1)

5528

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1960

Section Walker Road - Beaverton

Kind of work Structure, Grading & Paving

Highway Cedar Hills Blvd. County Washington

Section prefix 534-1018

Contractor Porter W. Yett

Contract number 5528

Date of contract July 24, 1959

Specified work days 55

Date work started July 31, 1959

Work days used 39

Project authorization $ 203,659.09

Exclusive of engineering $ 189,176.66

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering $ 180,305.16

Estimated per cent ~~overrun~~ or underrun 4.69 %

Per cent of contract completed, based on estimated cost 100.00 %

Engineering authorization $ 14,482.43

Engineering cost to date $ 15,397.00, 106.3 %

Date project was completed November 25, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted Semi-Final Estimate to Division Office Jan. 6, 1960

NOTED

[illegible]

Noted

[illegible]

CONSTRUCTION DIVISION
RECEIVED
JAN 11 1960
NOTED-- CE ACE ACE COE

Signed James W Corbell

Address P.O. Box 154, Hillsboro, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.94	0.94			0.94
Miles partially completed					
Miles completed	0.94	0.94			0.94
Total estimated quantities (contract)	8,068.3	17,625.1			5,752.9
Total quantities corrected to date	8,068.3	17,625.1			5,752.9
Estimated quantities moved or placed to date	8,068.3	17,625.1			5,752.9
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Overcast		
Tuesday	Fair		
Wednesday	Fog		
Thursday	Overcast		
Friday	Snow		
Saturday			

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

NOTED
W. C. WILLIAMS

January 6, 1960

Mr. Porter W. Yett, Jr.
Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Mr. Yett:

Your letter directed to Mr. James Cochell submitting an extra claim on behalf of the Inland Construction Company in the amount of $1,817 has been forwarded to my attention.

Plans and specifications for this project specifically required that it be bid on the basis of two-stage construction of this bridge. We are not aware of any agreement which you may have made with your subcontractor regarding one-stage construction. No mention of it is made in the subcontract filed with us.

The State Highway Department normally allows a great deal of latitude for detour operations. However, we feel that any adjustment of this claim would be illegal and therefore deny it in its entirety.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

TE:jw

cc Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

W. C. Williams
Forrest Cooper
A. E. Johnson
James Cochell

RECEIVED
JAN - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 29th, 1959

SUBJECT: Walker Road-Beaverton Section
Cedar Hills Boulevard
Contract 5528

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith claim for additional compensation on the above subject project submitted by Porter Yett for Inland Construction Company, subcontractor on the project.

Mr. L. H. Gordon of the Inland Construction Company requests additional compensation in the amount of $1817.00 due to relocation of the center line in the vicinity of the structure on the subject project.

Also enclosed are copies of a report from Mr. James Cochell, resident engineer, recommending that the entire claim be denied.

Basically it is Mr. Gordon's contention that it was originally his intention to construct a detour on private property, thus making it possible to demolish the existing bridge and construct the new bridge in one operation. Our special provisions required that he provide a detour in which he could utilize the existing bridge if he so desired. They also provided that his temporary crossing should be not less than a 26 foot clear roadway in case he did not elect to use the existing bridge in his detour.

Mr. Gordon was advised by this office that any claim for additional compensation should be accompanied by a breakdown of costs to substantiate such a claim. We do not believe the claim submitted by Mr. Gordon is any breakdown of costs, but merely a tabulation of various amounts desired by him.

It is felt that Mr. Gordon's claim has no basis in fact, and it is recommended that his entire claim be denied.

A. E. Johnson

A. E. JOHNSON
Acting Division Engineer

AEJ:w
Encl.
cc: James Cochell

Young

CONSTRUCTION DIVISION
RECEIVED
DEC 30 1959
NOTED- E ☐☐☐☐☐
DE AGS ACA COE

FORM E-30X—50M—6 58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 28, 1959
Hillsboro, Oregon

SUBJECT: Walker Rd - Beaverton Section
Cedar Hills Blvd.
Prefix: 534-1018
Contract No. 5528

To: Mr. A. W. Johnson
Acting Division Engineer
Portland, Oregon

Herewith please find claim from Inland Construction Co., as submitted to me through Porter W. Yett Co., in the amount of $1,817.00. The claim is based entirely on the structure being built in two phases rather than one.

The construction plans, at the time the contract was let, showed the structure and roadway being constructed on a 10 degree curve right. Washington County was unable to complete right of way negotiations on the west side and could deal quite easily with the property owners on the east of this location. A revision in plans was made and a 3 degree curve was used rather than the 10 degree curve. This moved the center line farther to the east than was shown on the construction plans. The contractor contends that by moving the line to this location we used land that he had originally planned to use for detour purposes, therefore making it necessary to construct the structure in two phases, which in turn increased his construction costs, since his original proposal to Porter W. Yett Co. was based on a one phase program. The plans, at the time of letting, do show a two phase program on the structure and utilization of the existing structure for detour purposes by moving it 16 feet more or less to the east, if the contractor so elects. In the event the contractor does not elect to use the existing structure for a detour, he would then provide his own crossing with a 26 foot roadway. The Special Provisions also provide for payment of temporary guardrail and detour: "Payment for all work involved and expense incurred in providing and removing a detour crossing, removing the old bridge, and constructing and removing the temporary guardrail will be made at the lump sum price bid for the item, Remove Old Bridge and Provide Detour Crossing." You will please note in claim that $180.00 is being claimed for guardrail, which is included in Special Provision.

The actual construction was as follows: The east half of the structure was constructed first and the existing bridge and roadway was used for detour purposes without any work, therefore saving the cost of moving existing structure or providing another crossing. Upon completion of the east half and after a 12 day waiting period the traffic was diverted to the new structure and the west half was constructed. The short waiting period for the concrete to cure was obtained by the addition of cement to the mix.

In reviewing the claim as it is based, and since there was no mention made in either the plans or Special Provisions about a one phase construction program on the structure, I fail to see where a claim is justified. It is my feeling that the construction as it has been done was a substantial saving over construction in one phase in as much as it was not necessary to construct a detour, therefore I would recommend that the entire claim be denied.

James W. Coshell
Resident Engineer

STONE PLANT—ROCKY POINT OREGO PMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6800 N. E. AINSWORTH ST   PHONE Atlantic 2-3251   PORTLAND 13, OREGON

December 21, 1959.

Mr. James Cochell, Resident Engineer
Oregon State Highway Department
P. O. Box 154
Hillsboro, Oregon

Contract #5528
Walker Road-Beaverton Section

Dear Mr. Cochell;

We enclose herewith a claim for additional compensation on the above contract as submitted by our Sub-contractor for the Bridge Construction, Inland Construction Co., Milwaukie, Oregon.

Very truly yours,

PORTER W. YETT

By Porter W. Yett Jr.

jr
cc - Inland Construction Co.

INLAND CONSTRUCTION CO.

OLIVE
4-5247

6202 S. E. HARMONY ROAD - MILWAUKIE, OREGON

December 17, 1959

Porter Yett Company
6800 N.E. Ainsworth
Portland - Oregon

Contract #[illegible] - Beaverton

Gentlemen:-

This is confirming our telephone conversation regarding the additional cost incurred by us in relocating the structure on Cedar Hills Blvd. in Beaverton.

Our original proposal was based on constructing the bridge in one operation. Relocation necessitated building half of the structure and turning it over to traffic before starting the final half.

We are submitting the breakdown cost as you requested.

Additional setup and teardown of piledriver	$100.00
Additional Cost of pouring concrete - setup, teardown, finishers, etc.	150.00
Two week standby time on equipment waiting for first half of bridge to cure	700.00
Erecting, removal and maintenance of barricades and division barrier - two removals and setups required	180.00
Additional cost due to required operating adjacent to fast traffic - efficiancy of crew drops to approsimately 70% under these conditions	450.00
	$1580.00
15% Overhead & Profit	237.00
	$1817.00

Thank you for your prompt consideration.

Yours truly,

Inland Construction Company

by L. H. Gordon
L. H. Gordon

LHG:f

RECEIVED
DEC - 3 1959
FOR FILING

S433(1)

5528

December 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 25, 1959, on Contract No. 5528, Walker Road-Beaverton Section, in Washington County, in connection with Federal Aid Project No. S-433(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence O. Swenson

DBP:sm

RECEIVED
SEP 21 1959
FOR FILING

S 433(1)

5350 P

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

September 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-433(1)
Walker Road-Beaverton Section
Cedar Hills Boulevard
Order for State Force Work, Order No. 1
Removing and Installing Traffic Signals
Estimated cost $4,800
Federal funds $2,970

Dear Sir:

Reference is made to your letter dated September 11, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
SEP 14 1959
FOR FILING

S-433(1)

5528

A

September 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 276, covering removing and installing traffic signals on the Walker Road-Beaverton Section of the Cedar Hills Blvd. in Washington County, Contract No. 5528, in connection with Federal Aid Project No. S-433(1).

This work is necessary for the direction, guidance and control of traffic. It does not include the warning signs, lights or barricades required of the contractor for the safety of traffic and workmen.

Adjusting the traffic signals requires specialized services for which the contractor is not equipped. The State has electrical crews and special equipment. The amount is too small to be done economically by separate contract. Materials used are purchased on the open market through competitive bids.

This work has the verbal approval of the BPR. The contractor is working and due to the necessity of making an immediate traffic change instructions are being sent to the field to proceed as of September 14, 1959.

The total estimated amount of the order is $4,200.00 with Federal participation of $2,970.00.

Your approval of this order as of this date under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

Contract No. 5528 8 14 59

RECEIVED
AUG 17 1959

Monthly Transaction No. 8 86	Form 2 (9-1 .) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Washington**
Project Report No. S433 3(1) 5528	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-433(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Walker Road, approx. 1 mile N. of Beaverton to Jct. FA 32**
(Walker Road-Beaverton Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**5-26-59**	**0.9**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **199,068**	Federal funds $ **121,800**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **G. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Walker Road-Beaverton Section, Project No. S-433(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Walker Road-Beaverton Section, Project No. S-433(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-433(1)

WALKER ROAD-BEAVERTON SECTION OF THE
CEDAR HILLS BLVD. IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 28, 1959

Type Code 6201
Roadway (Sta. 10+50.79 to Sta. 60+61.00)(Contract No. 5528)

Clearing and Grubbing	All	Required	$	$ 2,500.00
Drainage Excavation, Unclassified	3,740	cu. yds.	2.80	10,472.00
General Excavation, Unclassified	7,800	cu. yds.	0.85	6,630.00
Finishing Roadbed and Slopes	0.94	mile	750.00	705.00
8-inch Sewer Pipe	820	lin. ft.	1.52	1,246.40
12-inch Sewer Pipe	600	lin. ft.	1.94	1,164.00
15-inch Sewer Pipe	1,960	lin. ft.	3.15	6,174.00
18-inch Sewer Pipe	900	lin. ft.	3.67	3,303.00
30-inch Sewer Pipe	1,700	lin. ft.	6.72	11,424.00
36-inch Sewer Pipe	240	lin. ft.	8.50	2,040.00
18-inch Corrugated Metal Pipe, Protected Invert	80	lin. ft.	6.30	504.00
18-inch Corrugated Metal Pipe, 12-Gage, Protected Invert	26	lin. ft.	30.45	791.70
42-inch Corrugated Metal Pipe, Protected Invert	120	lin. ft.	19.27	2,312.40
Extra for Pipe Under Pavement	360	lin. ft.	5.25	1,890.00
8-inch Perforated Concrete Drain Pipe	3,680	lin. ft.	1.26	4,636.80
Special Backfill in Drains	460	cu. yds.	5.00	2,300.00
Concrete Inlets, Type "G"	36	only	80.00	2,880.00
Concrete Inlets, Type "D"	6	only	90.00	540.00
Concrete Inlets, Type "G-1"	1	only	80.00	80.00
Concrete Manholes	16	only	220.00	3,520.00
Adjustment of Manholes	6	only	25.00	150.00
Concrete Curbs	300	cu. yds.	37.00	11,100.00
Coarse Crushed Material in Base	13,000	tons	2.00	26,000.00
3/4" - 0 Material in Base	2,420	tons	2.10	5,082.00
Sprinkling	300	M-gal.	3.50	1,050.00
Preparation of Base	0.94	mile	1,000.00	940.00
3/4" - 0 Material in Binder Course	110	cu. yds.	4.50	495.00
MC-3 Asphalt	36	tons	50.00	1,800.00
Class "B" Asphaltic Concrete	5,800	tons	6.10	35,380.00
Extra for Paving Approaches	70	only	30.00	2,100.00
RS-1 Asphalt	1	ton	90.00	90.00
				$149,300.30
Flagging (57½% of Contractor's Cost)				2,000.00
Signing (Temporary)(State Force)				100.00
Signing (Permanent)				100.00
	Subtotal			$151,500.30
	10% Engr. & Cont.			15,150.03
		Total		$166,650.33

Type Code X021
Beaverton Creek Bridge (Sta. 28+09.5 to Sta. 28+60.5)(Contract No. 5528)

Structural Excavation	60 cu. yds.	$4.00	$ 240.00
Furnish Treated Timber Piling	1,200 lin. ft.	1.20	1,440.00
Drive Piles	32 only	40.00	1,280.00
Class "A" Concrete (143 cu.yds. at $61.54)	All Required		8,800.00
Metal Reinforcement (31,700 lbs. at $0.12)	All Required		3,800.00
Metal Handrail	116 lin. ft.	10.00	1,160.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
Remove Old Bridge and Provide for Traffic	All Required		3,500.00
	Subtotal		$ 20,380.00
	10% Engr. & Cont.		2,038.00
	Total		$ 22,418.00

Type Code Y012
Railroad Grade Crossing Protective Device (Sta. 20+00)

Work by S.P. & S. Railroad Co.	All Required	$	$ 10,000.00

Length of Roadway - - - - - - 0.939 Mile
Length of 1 Structure - - - - 0.010 Mile
Total Length- - - - - - - - - - 0.949 Mile
Cost of Roadway Per Mile- - - $177,476.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds	SP&S RR Funds
Roadway	$166,650.33	$103,000.00	$31,825.00	$31,825.33	$ - -
Structure	22,418.00	13,800.00	4,309.00	4,309.00	- -
RR Prot. Device	10,000.00	5,000.00	- -	- -	5,000.00
	$199,068.33	$121,800.00	$36,134.00	$36,134.33	$5,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Washington County with the Highway Department.

RECEIVED
AUG 12 1959

FOR FILING

S433(1)
5528

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started July 31, 1959, on Contract No. 5528, Walker Road-Beaverton Section, Washington County, in connection with Federal Aid Project No. S-433(1).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

RECEIVED
AUG 11 1959
FOR FILING

X-433(1)

5528

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 10, 1959

Mr. Porter W. Yett
6500 NE Ainsworth Street
Portland 18
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5528, awarded July 24, 1959, for structure-grading-paving the Walker Road-Beaverton Section of the Cedar Hills Blvd., in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
AUG 7 - 1959
FOR FILING
[illegible]

5528

July 24, 1959

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, 18, Oregon

Dear Mr. Yett:

The State Highway Commission on July 2, 1959 accepted your proposal for structure, grading and paving on the Walker Road-Beaverton section on the Cedar Hills Boulevard, north of Beaverton, in Washington County for the sum of $169,680.30 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5528.

This letter confirms my wire to you of this date. Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

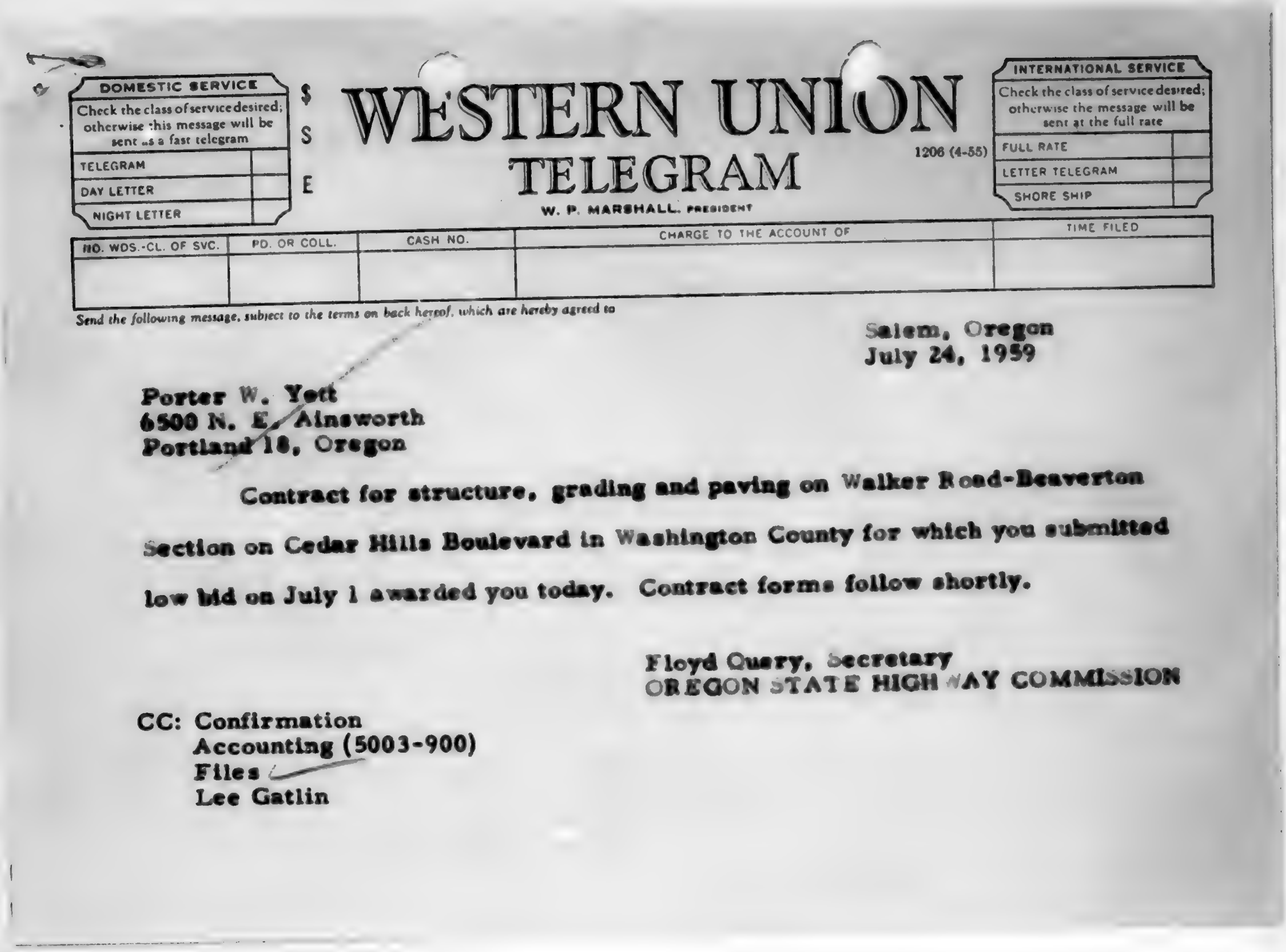
Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder and Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.



DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 24, 1959

Porter W. Yett
6500 N. E. Ainsworth
Portland 18, Oregon

Contract for structure, grading and paving on Walker Road-Beaverton Section on Cedar Hills Boulevard in Washington County for which you submitted low bid on July 1 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
JUL 23 1959

J 1136(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1959

SUBJECT: Walker Road-Beaverton Section
FAS 838, Washington County

To: Mr. R. L. Porter
OFFICE

Confirming our telephone conversation this date we have received Washington County's required advance deposit of $40,700 and a certification that all right-of-way has been obtained in connection with the subject named project, bids for which were received July 1. This project is now clear for award of a contract.

The P.U.C. order covering the revision of the railroad crossing is still to be issued and an agreement between the state, county, and S.P.&S. Railroad Company covering the railroad crossing signal installation will be prepared after the P.U.C. order has been issued. The P.U.C. hearing was held June 28 and, as all parties concerned were in agreement, routine issuance of the order and preparation of the agreement will follow in the near future. The B.P.R. has advised that a contract can be awarded at this time.

John F. Hag

John F. Hagemann
Assistant County & City Relations Engineer

NOTED
G. S. PAXSON

JFH:mm

cc: G. S. Paxson ✓

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[illegible]
ENGINEER

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JUL 14 1959
FOR FILING

A 433 [illegible]

3529

Salem, Oregon
July 9, 1959

F269

FAS Project Agreement
Washington County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Washington County covering the Walker Road-Beaverton Section of FAS 838 in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Assistant Secretary

rn
Attach: 1

FORM E-30 50M 11-58 13890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 30, 1959
Salem, Oregon

SUBJECT: FAS Project Agreements
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Walker Road-Beaverton Section of FAS 838 in Washington County. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on May 8, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED [illegible] HIGHWAY COMMISSION
DATE ____
____
Secretary

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JUL 13 1959
FOR FILING

1433(1)

5528

July 9, 1959

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County a fully executed copy of a Finance Agreement between the State Highway Commission and Washington County covering the Walker Road-Beaverton Section of FAS 838 in Washington County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
C. W. Head, Assistant Secretary

rn
Enc. 1

RECEIVED
JUN 1 1959
FOR FILING
S-433(1)

5528

When replying, refer to:
08-35.2-DA

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-433(1)
Walker Road-Beaverton

Dear Sir:

The statement contained in Mr. Cooper's May 27, 1959 letter that the subject project will be striped for four 11-foot lanes with curb offsets of 2 feet on each side is acceptable as meeting minimum design standards.

Very truly yours,

C. O. Polk
Division Engineer

[illegible]

orig
Foster

RECEIVED
MAY 29 1959
FOR FILING
S-433(1)
5528

May 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to that portion of your May 26 letter which concerns Item No. 640, S-433(1), Walker Road-Beaverton proposed Grading, Paving, Structure and Railroad Signal Project.

It is our intention to stripe this section so as to provide for four 11-foot lanes which will leave a so-called 2-foot curb offset on each side. It is requested that the project will have your approval on this basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:mfh

P

RECEIVED
MAY 15 1959
FOR FILING

S433(1)

5528

May 15, 1959

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County a fully executed copy of a Finance Agreement between the State Highway Commission and Washington County covering the Beaverton Section of FAS 840.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

10-1065 Gardiner Mt. Slide Corr. 1959
Proj. on Oregon Coast Hwy.
#5529

RECEIVED
MAY 11 1961
FOR FILING

10-1065

5529

May 10, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner

Gentlemen:

This is in reply to your letter of May 4 concerning the payment on the Dwain R. Angell and Millard Angell Contract No. 5529 for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

Payments made on this project in February, 1961, are as follows:

Estimate #7, semifinal	- $3,203.55, paid Feb. 16, 1961
Estimate #8, final	- $1,820.32, paid Feb. 21, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

date Paid

#23[illegible] [illegible] 9-23-60 #7 Semi-final $3,203.55 2-16-61

2-21-61

#3647 [illegible] 10-28-60 #8 Final $1,820.32

The above from Doug Parkes
5-9-61

76

Attention: Floyd Query, Secretary

Re: Dwain R. and Millard Angell
State Contract No. 5529

Gentlemen:

Under date of April 20, 1961 you advised us that the above contract was completed August 25, 1960 and that the final voucher covering this contract was paid February 21, 1961 in the amount of $1,820.32 and that this was the amount earned but not paid as of January 1, 1961. In their financial statement of January 1, 1961, however, Angell Bros. show $5,023 due on the Gardiner Mountain Slide Correction Project as of that date.

Upon receiving your letter we checked with the contractor, who advises us that in addition to receiving a check for $1,820.32 they also received in February a check in the amount of $3,203.55, or a total of $5,023 as indicated above.

At your convenience will you please verify that the above monies were paid to Angell Bros. on this project in February 1961, so that if possible, we can resolve this discrepancy.

Any assistance you can give us will be appreciated.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm

rtland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

May 4, 1961

Oregon State Highway Commission
State Highway Department
Salem, Oregon

[illegible] 16

Attention: Floyd Query, Secretary

Re: Dwain R. and Millard Angell
State Contract No. 5529

Gentlemen:

Under date of April 20, 1961 you advised us that the above contract was completed August 25, 1960 and that the final voucher covering this contract was paid February 21, 1961 in the amount of $1,820.32 and that this was the amount earned but not paid as of January 1, 1961. In their financial statement of January 1, 1961, however, Angell Bros. show $5,023 due on the Gardiner Mountain Slide Correction Project as of that date.

Upon receiving your letter we checked with the contractor, who advises us that in addition to receiving a check for $1,820.32 they also received in February a check in the amount of $3,203.55, or a total of $5,023 as indicated above.

At your convenience will you please verify that the above monies were paid to Angell Bros. on this project in February 1961, so that if possible, we can resolve this discrepancy.

Any assistance you can give us will be appreciated.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm

RECEIVED
APR 21 1961
FOR FILING

10-1065

5529

April 20, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Fidelity & Surety Department

Gentlemen:

This is to acknowledge your letter of April 12 in regard to your inquiry pertaining to State Highway Contract No. 5529 with Dwain R. Angell and Millard Angell.

This project was completed August 25, 1960. The final voucher covering this contract was dated October 24, 1960 and paid February 21, 1961, in the amount of $1,820.32. This is the amount earned but not paid as of January 1, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

April 12, 1961

Oregon State Highway Commission
Salem, Oregon

[illegible]

Re: Angell Bros. - Portland, Oregon
State Contract No. 5529

Gentlemen:

Recently you returned our inquiry regarding amounts owing to the above contractor on the Gardiner Mountain Slide Correction Project, Oregon Coast Highway, Douglas County, wherein you indicate that $57,767.02 had been paid through February 21, 1961. At your convenience will you please advise what portion of this amount was earned but unpaid as of January 1, 1961.

Thank you for your assistance. For your convenience our stamped, self-addressed envelope is enclosed.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm
Enc.

Cic'

All work on this contract was completed August 25, 1960.

The final voucher was dated October 24, 1960 and paid February 21, 1961. in the amount of $1,820.32, this is the amount earned but not paid as of January 1, 1961.

Appe

NOTED
C. W. HEAD

RECEIVED
MAR 24 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FINDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

10-1065
5529

March 22, 1961

Angell Brothers
General Contractors
6514 N. Lombard Avenue
Portland, Oregon

Gardiner Mtn. Slide Correction
Contract No. 5529

Gentlemen:

We have had a careful review made of the notes, plotted cross-sections, and diaries of the Gardiner Mountain Slide Correction Project, Contract No. 5529, and find that you did some excavation with dragline, dozer, and backhoe between November 29th and December 4, 1959. However, this work was all measured, checked, and included on the estimate.

Inasmuch as our records have been reviewed, found in order, and complete, I can only advise you that there appears to be no basis for your contention that you excavated 4,500 cubic yards for which you were not paid.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS
Tom Edwards
Construction Engineer

LWR:fp:jw

cc W. C. Williams
Forrest Cooper
F. D. Morgan

RECEIVED
FEB 21 1961
FOR FILING

10-1065

5529

February 20, 1961

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Attention: Lillian W. Strong

Gentlemen:

This is to acknowledge your letter of February 16 and attached release of claim of Lewis Judson, stating that Dwain R. and Millard Angell have fully paid their claim in reference to State Highway Contract No. 5529.

Our records indicate this to be in connection with State Highway Contract No. 5529 with Dwain R. and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County, and that the claim was in the amount of $375.77.

Thank you for furnishing us this information, which will be noted in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
United Pacific Insurance Co.
Medical Arts Building
Tacoma, Wn.

Dwain R. Angell & Millard Angell
6514 N. Lombard
Portland 3, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

CWH:fp

MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE
1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191
PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032
L. W. NEFF
ATLANTIC 1-8278
J. P. BARNES
ATLANTIC 8-1302
HILARY L. KENNEDY
PROSPECT 5-4953

February 16, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

In Re: Contract #5529 - Dwain R. Angell and Millard Angell
Gardiner Mountain Slide Correction, Oregon Coast
Highway, Douglas County (Bond B-50358)

Dear Mr. Query:

Under date of January 6 you advised that a claim had been filed against the above by Lewis Judson.

We are now enclosing release of that claim and a statement that all bills for work and services on the above job have been paid.

We hope the enclosed will enable you to release Mr. Judson's claim against the above captioned.

Yours very truly

Lilian W. Strong
MANSFIELD & CO.

N
Enc.

CC - United Pacific Insurance Company

Lee, please reply
FC

RECEIVED
FEB 17 1961
OREGON
STATE HIGHWAY COMMISSION

DWAIN **ANGELL BROS.** MILLARD
GENERAL CONTRACTORS
6514 NORTH LOMBARD AVENUE PHONE BUTLER 5-5448
PORTLAND, OREGON

February 2,1961

I, Lewis Judson, say that I am the Lewis Judson who was employed by Dwain and Millard Angell upon the Gardiner Mountain Slide correction project on the Oregon State Highway project under contract no. 5529.

I have fully been paid by Dwain and Millard Angell for all work and services performed upon this project and at the present time there is no money owing to me.

SIGNED AND SWORN to this 2nd day of February 1961

Lewis Judson
Affiant

RELEASE OF ALL CLAIMS

RECEIVED
FEB 21 1961
FOR FILING

10-1065

5529

February 20, 1961

Mr. Lewis Judson
8040 Whewtland Road N. E.
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of February 2 informing us that you have been fully paid by Dwain R. and Millard Angell for equipment rental and excavation in connection with State Highway Contract No. 5529 for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County. This information will be noted in our records.

We have received a copy of your release of claim from Mansfield & Co., agent for the United Pacific Insurance Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

DWAIN **ANGELL BROS.** MILLARD
GENERAL CONTRACTORS
6514 NORTH LOMBARD AVENUE PHONE BUtler 5-5448
PORTLAND, OREGON

February 2, 1961

I,Lewis Judson say that I am the Lewis Judson who was employed by Dwain and Millard Angell upon the Gardiner Mountain Slide correction project on the Oregon State Highway project under contract no. 5529.

I have fully been paid by Dwain and Millard Angell for all work and services performed upon this project and at the present time there is no money owing to me.

SIGNED AND SWORN to this---6th----day of February 1961

Lewis Judson
Affiant
8040 Wheatland Rd. N.E.
Salem

RELEASE of all claims

CONSTRUCTION DIVISION
RECEIVED

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

REFERRED TO
Klabne
By Ass't. Construction Engineer

RECEIVED
FEB 17 1961
FOR FILING
10-1065
5529

February 16, 1961

United Pacific Insurance Co.
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification dated February 14 from the Secretary of State informing us that the claim of Royce G. Wright, in the amount of $494.50 for labor performed for Dwain R. and Millard Angell in connection with State Highway Contract No. 5529, has now been filed in his office. The Secretary of State has assigned File No. 3780 to this claim.

A description of the claim was outlined in our letter to you of February 10.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 10, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $494.50, received from James A. Norman, attorney on behalf of Royce G. Wright, North Bend, for labor performed for Dwain R. and Millard Angell.

This appears to be in connection with State Highway Contract No. 5529 with Dwain R. and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

File #3780

FILED
FEB 14 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
FEB 14 [illegible]

RECEIVED
FEB 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 14 1961
FOR FILING

10-1065

5529

February 10, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter dated February 9, with claim attached, has been received from James A. Norman, attorney on behalf of Royce G. Wright, North Bend, advising that Dwain R. and Millard Angell owe him for labor performed on their contract in Douglas County.

This appears to be in connection with State Highway Contract No. 5529 with Dwain R. and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland, Oregon

NOTED ON CARD
dc

Dwain R. and Millard Angell
6514 N. Lombard
Portland 3, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
FEB 14 1961
FOR FILING

10-1065
5529

February 10, 1961

Mr. James A. Norman
Attorney at Law
419 Hall Building
Coos Bay, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of February 9 and attached claim of your client, Royce G. Wright, North Bend, in the amount of $494.50 for labor furnished to Dwain R. Angell and Millard Angell on their slide correction project.

Our records indicate this to be in connection with State Highway Contract No. 5529 with Dwain R. and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

So that there will be no misinterpretation of the law, we are forwarding this claim of your client to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

JAMES A. NORMAN
ATTORNEY AT LAW
419 HALL BUILDING
COOS BAY, OREGON
CONGRESS 7-2526

February 9, 1961

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Inclosed herewith is a notice from Royce G. Wright for labor performed on the Gardiner Mountain Slide Correction Contract No. 5529.

Yours very truly,

James A. Norman

James A. Norman

JAN/mdn
Inc.

[illegible]

RECEIVED
FEB 10 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

To: STATE HIGHWAY COMMISSION, STATE OF OREGON

Notice is hereby given that the undersigned claimant, Royce G. Wright, has a claim for labor performed or furnished by me as a truck driver for Dwain R. Angell and Millard Angell in the sum of $247.25, plus an additional like amount as liquidated damages, that is, a total of $494.50, against the bond taken from Dwain R. Angell and Millard Angell as principals and United Pacific Insurance Company as surety for the work of slide correction on the Gardiner Mountain Slide Correction Contract No. 5529.

Royce G. Wright
Royce G. Wright
Rt. 1, Box 794
North Bend, Ore.

RECEIVED
FEB 14 1961
FOR FILING

10-1065
5529

February 10, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $494.50, received from James A. Norman, attorney on behalf of Royce G. Wright, North Bend, for labor performed for Dwain R. and Millard Angell.

This appears to be in connection with State Highway Contract No. 5529 with Dwain R. and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

NOTED ON CARD
dc

CWH:fp

RECEIVED
JAN 13 1961
FOR FILING

11-1165

5529

January 11, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated January 10, 1961, from the Secretary of State informing us that the claim of Lewis Judson, Salem, in the amount of $375.77, against Dwain R. and Millard Angell, in connection with Contract No. 5529, has now been filed in his office, his file No. 3755.

A description of this claim was outlined in our letter to you of January 6. Attached is a copy of the claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 10, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of this date, a notice of claim by Lewis Judson, 8040 Wheatland Road N. E., Salem, Oregon for equipment rental and common excavation in the sum of $375.77 against the bond taken from Dwain R. Angell and Millard Angell, principals and United Pacific Insurance, surety for your contract No. 5529 for slide correction on Highway 101 North of Gardiner.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

To Oregon State Highway Commission

Notice is hereby given that the undersigned, Lewis Judson, has a claim for equipment rental and common excavation in the sum of Three hundred seventy five dollars and seventy seven cents (375.77) against the bond taken from Dwain R. Angell & Millard Angell and United Pacific Insurance Company for your contract No. 5529 for slide correction on Highway 101 north of Gardiner.

File # 3755

RECEIVED
JAN 10 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

FILED
JAN 10 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 5 1961
STATE HIGHWAY COMMISSION

Lewis Judson
8040 Wheatland Rd.
Salem, N.E. Oregon
Jan. 4, 1961

RECEIVED
JAN - 9 1961
FOR FILING

10-1065

5529

January 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $375.77, received from Lewis Judson, Salem, for equipment rental and common excavation furnished to Dwain R. Angell and Millard Angell, prime contractors.

This appears to be in connection with State Highway Contract No. 5529 for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

RECEIVED
JAN 10 1961
FOR FILING

10-1065

5529

January 6, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated January 4, 1961, has been received from Lewis Judson, Salem, advising that Dwain R. Angell and Millard Angell, prime contractors, owe him $375.77 for equipment rental and common excavation. This appears to be in connection with State Highway Contract No. 5529 for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland, Oregon

NOTED ON CARD
dc

Dwain R. Angell and Millard Angell
6514 N. Lombard
Portland 3, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JAN - 9 1961
FOR FILING

10-1065

5529

January 6, 1961

Mr. Lewis Judson
8040 Wheatland Road N. E.
Salem, Oregon

Dear Sir:

This is to acknowledge your claim letter of January 4 for equipment rental and common excavation in the amount of $375.77, furnished to Dwain R. Angell and Millard Angell.

From the description given in your claim this appears to be in connection with State Highway Contract No. 5529 with Dwain R. Angell and Millard Angell for slide correction on the Gardiner Mt. Section of the Oregon Coast Highway in Douglas County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 5495 Ends with: Contract # 5529

FLASH CARDS: Begin Each Contract

Remarks: #5495 is continued from reel 94
#5529 continues on reel 96

Reel No. 95 Reduction Ratio 21:1 Project No. ______
Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 19 day of March, 19 _____ photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm